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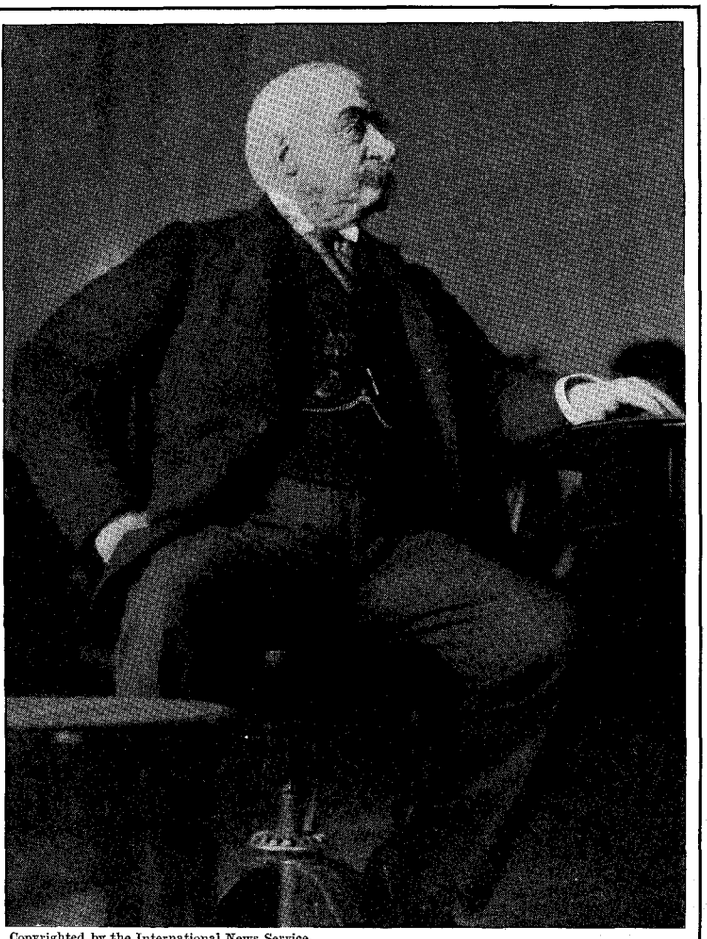
TOPICS OF THE DAY

THE MONEY-TRUST EVIDENCE

WHILE A FEW PAPERS join the New York *Herald* in taking Mr. Morgan's word that a Money Trust is impossible, and advise the Pujo investigating committee to "strike its tents and go home," most editors agree that the committee has already brought to light a degree of financial centralization to which the public can not afford to be indifferent, that its continued investigations are of great educational value, and that its work is an essential preliminary to whatever remedial legislation may be necessary. The investigators themselves, according to a Washington correspondent of the New York *Tribune*, regard Mr. Morgan's testimony as merely the introductory chapter of the story. Among the witnesses yet to be heard are a number of financiers who claim to know that a Money Trust exists from the fact that they have been crusht and broken by it. The same correspondent states that in some of its future hearings the committee will seek to show that the financial disturbance of 1907 was a "manufactured panic" which would have been impossible had it not been for the concentration of money and its control by a group of Wall Street financiers. "The House," he adds, "is now squarely behind the investigation."



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MR. MORGAN BEFORE THE PUJO COMMITTEE.

"All the money in Christendom, and all the banks in Christendom could not control money; there could be no Money Trust."

The press in the meanwhile are busy taking stock of the facts already brought to light. Turning first to those papers which more or less agree with the New York *Herald's* view that "the Money-Trust bogy has been laid," we find the Birmingham *Age-Herald* declaring that "if anything has been made plain, it is that there is no such thing as a Money Trust," while the New York *Globe* argues that "we may dismiss fear of a Money Trust in any permanent or dangerous form as we may dismiss fear of a Labor Trust." Says *The Globe:*

"Only in a qualified and restricted sense, then, can there be such a thing as a Money Trust. A group at a particular time may gain control of the machinery of credit and appear to be able to dictate in an arbitrary way who may borrow. But the process can not go far without inviting self-destruction. In the first place, speaking generally, the control over the funds of particular institutions is revocable at the will of millions of depositors."

The Boston *Herald* also emphasizes the point that the stupendous figures, running into billions, which are used to indicate the power of the Morgan interests, "are found, when analyzed, to consist in the main of liabilities — deposits payable on demand." To quote the Boston paper further:

"These banks owe hundreds of millions of dollars

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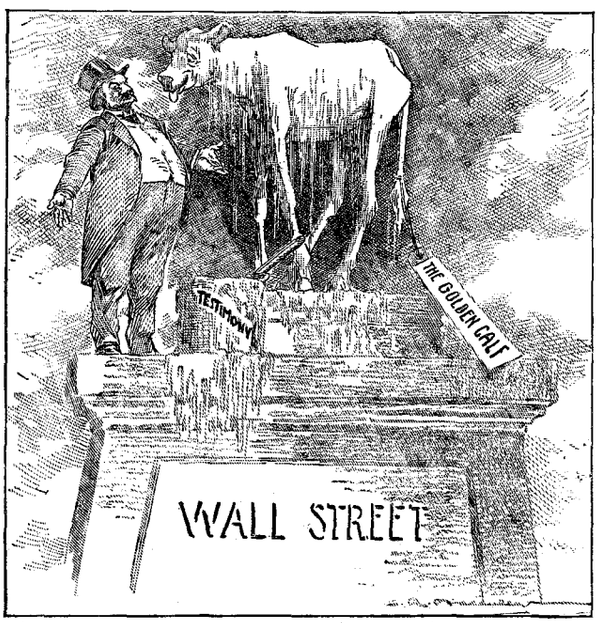
to country banks and other patrons scattered from the Atlantic to the Pacific and must be ready to pay on a moment's notice. There is a wide-spread notion that this kind of banking power can be used in a crisis to gather in property cheap, and that the possessors of such power may deliberately create crises for this purpose. A moment's reflection will show that the more



WHITEWASHED.
—Macauley in the New York *World*.

'banking power' of this kind a man has, the worse off he is in panic, and that instead of looking for bargains at such a time he will have all he can do to pay his debts. . . . . .

"In short, bankers have no such unrestricted control over the banking power in their hands as the public is accustomed to think. They hold it upon the condition that they will render certain services to the real owners, and unless the funds are thus applied they will be speedily transferred to other hands. These patrons must be kept satisfied that they are getting good service or they will go elsewhere, and there are always other bankers ready to receive them.

"These facts, taken in connection with the showing made by A. Piatt Andrew that in 1900 there was one separate bank in the United States for every 7,357 of the population, while in 1910 there was one separate bank for every 3,788 of the population, and that in 1900 New York held 23.2 per cent. of the banking resources of the country against 18.9 per cent. in 1910, make a sufficient answer to the claim that a monopoly is being established in the banking business."

The New York *Commercial* is also inclined to agree with Mr. Morgan that a Money Trust could not exist, because "money flows and recedes under the action of many occult and complicated causes, acting in the sum total of their movement in any given emergency," and "individual and calculated powers, however great, could not affect the volume of this movement, except to a negligible degree, as an economic force."

On the other hand even so conservative a paper as the Philadelphia *Public Ledger*, reading between the lines of Mr. Morgan's testimony, sees a revelation of the great New York banker as "the dominating figure in a vast accumulation of financial power, in the use of which there are immeasurable potentialities for good or for evil." The situation, it adds, "is sufficiently grave to warrant the fullest investigation." Pointing out that Mr. Morgan's resources are so great that "when a crisis comes a word from him will calm the troubled waters," the Brooklyn *Eagle* pointedly remarks: "and the man who can do that, were he disposed to be destructive, could invoke calamity on a staggering scale." "There is possibly more in the Money-Trust bugaboo than men like our premier financier will admit," suspects the Springfield *Republican*, which thinks that "the investigation may well go on." To the Fort Worth *Record* the facts already brought to light "are worth all the Money-Trust investigation has cost," since "they exhibit a peril which must be averted by one means or another." They explain, it goes on to say, "the billion dollar fortunes that have been accumulated during the last few years as a consequence, not of thrift or genius or development, but a mere power to command money." "The power wielded by a small body of these men," declares the Topeka *Capital*, "is such as the Almighty never intended any few men to carry."

"Mr. Morgan says a Money Trust is impossible," remarks the Columbia *State*, "but as a matter of fact it is in existence, operating along the lines indicated, and it is practically absolute." "It can strangle at birth any enterprise needing great sums of money, just as Mr. Morgan put out of business the railroad that was designed to break the monopoly of the coal-carrying railroads of Pennsylvania." There must always be a discretionary paternalism in financing, thinks the Newark *News*, "but the basic question raised by the Pujo Committee is: Do we want a public or a private paternalism?"

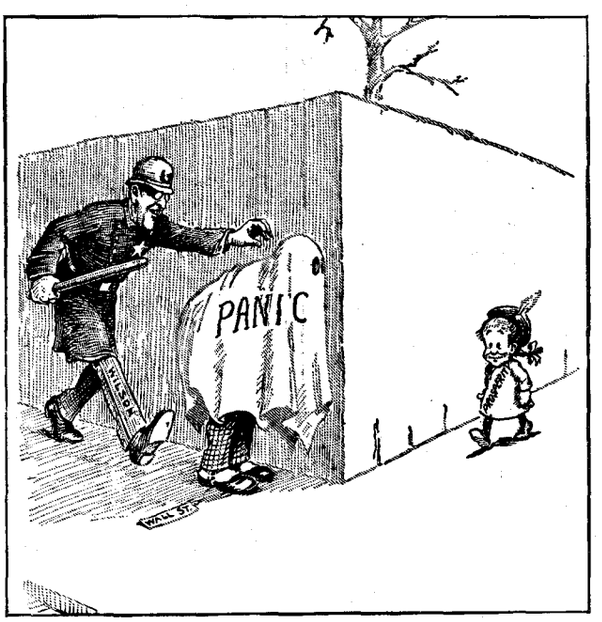
As the Philadelphia *North American* sees it, there is a Money Trust—a combination of men and interests which controls the banking power of the nation, its supply of money, and its sources of credit—and Wall Street is its instrument. To quote in part:

"In a certain sense these two terms are interchangeable: the Money Trust is the Wall Street system. But it is clearer to say that the Stock Exchange is the machinery through which the Money Trust operates—in unloading upon the public its manufactured securities and in maintaining its control of prices, of cash, and of credit.

"The Money Trust itself is that stupendous aggregation or combination of banks, trust companies, insurance companies, and corporations which, as is now a matter of official record, holds in a vise-like grip the business of the whole country. . . . .

"Hardly less staggering than this revelation of the interlocking system of Money Trust control was the admission that interstate corporations have on deposit with the firm of J. P. Morgan & Co. nearly $82,000,000.

"These corporations conduct the greatest industries of the nation; they are the custodians of untold millions of funds belonging to the public, and they place this vast sum in the vaults



"BETTER NOT SAY BOO!"
—Bowers in the Newark *News*.

of a private banker. True, it could hardly be in a safer place. But this fact alone bears eloquent testimony to the existence of that central dominating financial power which the ignorant and the interested are so ready to deny.

"Striking as all these revelations are, it is to be doubted

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CHAIRMAN PUJO,
Of the Investigating Committee.

"POWERLESS!"
—Sykes in the Philadelphia *Public Ledger*.

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SAMUEL UNTERMYER,
The Chief Examiner.

THE INQUISITORS AND THEIR HELPLESS VICTIM.

whether their importance is realized by the public. The facts and the figures are too stupendous to be readily absorbed. But they will sink into the minds of the people. This is the first time that they have become matters of public and official record. It is the first time that a great party has had the patriotism and the force to drag into the light these secrets of the financial oligarchy. It is the first time that public sentiment has shown such vigor that the truth has been forced from unwilling lips.

"The facts are now laid bare in a record that can not be refuted or minimized. They have been made known in such a way that even the drab and Tory newspapers have been compelled to print them for the enlightenment of their deluded readers. And the conditions have been made plain at a time when they will be seen in their clearest relation to the subject uppermost in the public mind—the high cost of living.

"We are not so foolishly optimistic as to believe that final victory over these great forces has now been won; but it has been brought within sight. And the fact that the next President of the United States suggests, even figuratively, that men who would use such power to despoil the nation should stand before the law as assassins, is presumptive proof that he recognizes the peril of their domination, and will do his best to crush it."

Mr. Morgan, it will be recalled, avowed his faith in "the patriotism and public spirit of the Stock Exchange." Nevertheless, declares the New York *World*, that is no reason why it should not be made amenable to Government regulation. "Not to go into too many details," says *The World*, "there are three monumental facts relating to the Stock Exchange that ought not to be fact sixty days from now." These are:

"(1) It is not incorporated. (2) It is permitted by law to practise usury. (3) It is the only place in New York where gambling contracts can be enforced by law."

After noting that nobody questions the wisdom of the present Government supervision over the 7,500 national banks, 17,000 State banks, 214 life-insurance companies, 240,000 miles of railroads, and hundreds of millions of dollars worth of other public utilities, *The World* goes on to say:

"It is only when somebody proposes to regulate the New York Stock Exchange that a wild chorus of dissent arises. The whole world of Big Business is agreed that the institution which manipulates prices, which fixes the rate of interest that legitimate industry must pay for loans, which can commandeer hundreds of millions of other people's money to juggle for its own profits, which sets aside the laws against usury and the laws against overcertification of checks, which can plunge the country into a panic, and is responsible only to itself, is the one institution that is too sacred for Government to meddle with.

"Could anything be more ridiculous or absurd? If the New York Stock Exchange is not affected with a public interest, as the courts say, nothing is affected with a public interest. It should no longer remain the great anarchist of organized wealth, but it should be incorporated by the legislature of New York and subjected to the supervision of the Superintendent of Banking. No body of men is fit to be trusted with the irresponsible power over prosperity that is now wielded by the Stock Exchange."

FREEING LAWBREAKERS TO PERFECT THE LAW

A NOVEL METHOD of rousing an inert legislature to action is being tried in Arkansas by Governor George W. Donaghey, who, two weeks ago, pardoned and freed 360 convicts as a protest against the State's convict lease system. Three convict camps are wiped out of existence by this wholesale pardoning. While Governor-elect Joe T. Robinson, according to a Little Rock dispatch, denounces this action as a "gross abuse of power," and a "blow at judges and juries," we learn from the same dispatch that Governor Donaghey received telegrams of commendation from all parts of the State; and a survey of the press reveals the fact that most of the editorial comment from outside the State expresses approval. His course "may have the aspect of an act of lawlessness," remarks the Pittsburg *Chronicle-Telegraph*, "but the probability is that it will be justified by results." "Governor Donaghey is a brave executive, and there is little doubt that the sentiment of the humane and law-respecting people of the State will fully uphold what he has done," comments the Denver *News*, which says that the conditions resulting from the convict-leasing system in Arkansas are such as "no civilized country should tolerate for a day."

Governor Donaghey, in a published statement, tells how he has unsuccessfully fought this system ever since he has been in office. So his present drastic action is in the nature of a last resort. He says in part:

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"In every public speech I have denounced it. As a member of the Penitentiary Board I have opposed it in every instance where it was at issue. Time after time I have pleaded with the legislature to abolish it, but in spite of my appeals for relief and the repeated protests of the people of this State and the reports of the penitentiary and the messages transmitted by the Governor to the past two general assemblies, all in condemnation of this cruel penitentiary and county farm lease system, no adequate relief has been given."

Nobody except those who profited financially by the convict-leasing system could possibly wish it continued, thinks the Pittsburg *Dispatch*, which has no sympathy with the protests of his successor. And *The Arkansas Gazette*, of Little Rock, admits that the Governor's radical action "will do good."

The New Orleans *Times-Democrat* reminds us that the system of leasing convicts to private contractors, which became a public scandal some years ago, "has been wiped out of late in the South except in Arkansas and two other States." It predicts that Governor Donaghey will find that he has behind him not only the sentiment of his own State, but of the entire country.

"The lease system should be entirely abolished," declares *The Commercial Appeal*, of Memphis, Tennessee, one of the few States in which this system still prevails. And Governor Blease, of South Carolina, who in twenty-two months has pardoned 500 convicts, declares that unless the coming session of the general assembly abolishes a hosiery mill in the penitentiary which has been condemned by the State Board of Health "South Carolina can look out for an experience similar to that of Arkansas."

Among the Northern papers that find justification for Governor Donaghey's course are the Jersey City *Journal*, Brooklyn *Eagle*, and New York *World*, *Evening Post*, and *Sun*. In *The Sun* we read:

"Georgia ordered the system abolished in 1908 after an investigation that made every honest Georgian hang his head in shame; every citizen, that is to say, who did not have a pecuniary interest in conditions compared with which antebellum slavery was respectable.

"In a Fulton County camp a young white woman was gagged and lashed with a heavy strap 110 times. A negro convict who refused to work was wrapt in blankets, tied into a box, and kept near a red-hot stove until the sweating trick was overdone and the poor wretch died. A white boy of fifteen received fifty blows from a sanded lash for spilling a cup of coffee on a hog. Negroes of both sexes were bound to their bunks at night and Sundays with not so much slack of chain as a watchdog would have. A negro convict, too sick to work, was beaten to death; and the same fate befell a white boy who was serving a sentence for stealing two cases of potted ham. Larceny, often of things of little value, especially in the case of negroes, was the common offense for which men, women, and boys suffered degradation, starvation, maiming, and even death in the convict camps forty-five years after Abraham Lincoln issued the Emancipation Proclamation."

The New York *Times*, on the other hand, while expressing sympathy with Governor Donaghey's motive, thinks that he has exceeded his powers, and "made himself a revolutionist." The Columbia, S. C., *State* also condemns his action on the ground that "it accomplishes nothing fundamentally good and is a slap in the face to orderly government." "Our theory of government," says *The State*, "is antagonistic to the performance of an act by a public official even for an immediate benefit when such act is an evasion of law and a misuse of power." The same view is exprest by the Charleston *News and Courier*.

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A CONVERSATION THAT MAY MAKE HISTORY.

This photograph of President-elect Wilson and William Jennings Bryan was taken in Trenton, N. J., where the two had a three-hours' conference last week. Mr. Bryan's friends are pointing out that each time he ran for the Presidency he polled a larger vote than that which elected Mr. Wilson.

FEATURES OF THE POPULAR VOTE

IT IS A SOURCE of wonder to many editors and of apprehension to some, that despite the unusual interest in last fall's three-cornered campaign for the Presidency, the popular vote should have been so surprizingly small. According to practically complete official figures published by the Associated Press, the total vote was 15,041,655, only 155,666 larger than that of 1908. And this, we are reminded in the news columns of the New York *Tribune*, is "in spite of the fact that two new States have been admitted to the Union since then, and suffrage has been granted to women in the States of California and Washington." But for these accessions "the popular vote of 1912 would have fallen below the popular vote of 1908." This fact troubles the editor of *Harper's Weekly:*

"Several millions of Americans who could have voted in 1908 did not care enough for the privilege to go to the polls and exercise it. This year [1912] the number of such Americans has been larger still. Take the figures for all the elections since and including 1896 and it is perfectly clear that the stay-at-home vote has been pretty steadily increasing. It has increased faster than the Socialist vote. It is less creditable than the Socialist vote. On the whole, it is more ominous than the Socialist vote. A Socialist may be merely a mistaken patriot. The stay-at-home gentry can not lay claim to any patriotism at all. Socialism is at worst a disease of the body politic. Indifference is a chilling of the very soul of Democracy."

But one change appears in the electoral vote. The final count in California shows that eleven Roosevelt and two Wilson electors were chosen. This means a vote in the electoral college as follows: Wilson, 435; Roosevelt, 88; Taft, 8.

But tho Wilson receives such an unprecedented majority of electoral votes, his total popular vote, 6,303,063, is 104,919 less than the Bryan vote of 1908. The New York *Tribune* finds it also noteworthy—

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"That the combined vote for Taft and Roosevelt fell a little short of the vote cast for Taft alone when he was first a Presidential candidate. The total vote cast by the two divisions of the Republican party was 7,608,093, which was 69,224 below the Republican total of four years ago."

The Prohibition party also seems to have suffered loss, in the last four years, its vote dropping from 252,511 to 203,319. Whereat *Mida's Criterion*, a Chicago liquor-trade journal, observes with evident satisfaction: "Truly it may be said of the National Prohibition party after more than forty years of incessant struggle, that it is being steadily 'ensmalled instead of enlarged as time flows on.'" Against this, however, must be balanced the increase in the number of Prohibition States; the latest of these, West Virginia, went dry in the November election by a majority of 91,886.

But while these parties lost, the Socialists not only gained but doubled the figures of 1908. The Socialist party vote grew from 420,890 in 1908 to 898,119 in 1912, while the Socialist Labor Party's vote remained practically stationary at 29,061. This showing, observes the Springfield *Republican*, "indicates about as nearly a united Socialist movement as is to be found in any country where the voting strength of these radicals is considerable." Says the New York *Call*, the leading Eastern organ of the party:

States	Dem.	Rep.	Prog.	Soc.	Pro.	S. Lab.	Total
Alabama	82,438	9,732	22,680	3,029	———	———	117,879
Arizona	10,324	3,021	6,949	3,163	265	———	23,722
Arkansas	68,838	24,467	21,673	8,153	898	———	124,029
California	283,436	3,914	283,610	79,201	23,336	———	673,497
Colorado	114,230	58,380	72,306	16,418	5,063	475	266,872
Connecticut	84,614	68,099	34,143	10,078	2,068	1,260	200,262
Delaware	22,631	15,998	8,886	556	625	———	48,696
Florida	36,417	4,279	4,535	4,806	1,854	———	51,891
Georgia	93,076	5,191	21,980	1,028	149	———	121,424
Idaho	33,921	32,810	25,530	11,942	———	———	104,203
Illinois	405,048	253,593	386,478	81,278	15,710	4,066	1,146,173
Indiana	281,890	151,267	162,007	36,931	19,249	3,103	654,447
Iowa	185,376	119,811	161,783	15,914	8,437	———	491,321
Kansas	143,670	74,844	120,123	26,807	———	———	365,444
Kentucky	219,584	115,512	102,766	11,647	3,233	956	453,698
Louisiana	61,035	3,834	9,323	5,249	———	———	79,441
Maine	51,113	26,545	48,493	2,541	945	———	129,637
Maryland	112,674	54,956	57,786	3,996	2,244	322	231,978
Massachusetts	173,408	155,948	142,228	12,616	2,754	1,102	488,056
Michigan	150,751	152,244	214,584	23,211	5,934	1,252	547,976
Minnesota	106,426	64,334	125,856	27,505	7,886	2,212	334,219
Mississippi	57,227	4,597	3,646	2,062	———	———	64,532
Missouri	330,746	207,821	124,371	28,466	5,380	1,778	698,652
Montana	27,941	18,512	22,456	10,885	———	———	79,794
Nebraska	109,109	54,348	72,776	10,219	3,419	———	249,871
Nevada	7,980	3,210	5,525	3,263	———	———	19,978
New Hampshire	34,724	32,927	17,794	1,981	535	———	87,961
New Jersey	178,289	88,835	145,410	15,901	2,871	1,321	432,627
New Mexico	20,437	17,733	8,347	2,859	———	———	49,376
New York	655,475	455,428	390,021	63,381	19,427	4,251	1,587,983
North Carolina	144,507	29,139	69,130	1,025	———	———	243,801
North Dakota	29,555	23,090	25,726	6,966	1,243	———	86,580
Ohio	423,152	277,066	229,327	89,930	11,459	2,623	1,103,557
Oklahoma	119,156	45,393	45,393	42,262	2,185	———	254,389
Oregon	47,064	34,673	37,600	13,343	4,360	———	137,040
Pennsylvania	395,619	273,305	447,426	80,915	19,533	704	1,217,502
Rhode Island	30,412	27,703	16,878	2,049	616	236	77,894
South Carolina	43,355	536	1,293	164	———	———	50,348
South Dakota	48,942	———	58,811	4,662	3,910	———	116,325
Tennessee	130,349	59,434	53,725	3,484	825	———	247,817
Texas	221,435	28,913	26,740	25,742	1,738	442	305,010
Utah	36,579	42,100	24,174	9,023	———	509	112,315
Vermont	15,354	23,332	22,132	928	1,095	———	62,941
Virginia	90,332	23,288	21,777	820	709	50	136,976
Washington	86,840	70,445	113,698	40,134	9,810	1,872	322,799
West Virginia	113,046	56,667	78,977	15,336	4,534	———	268,560
Wisconsin	164,228	130,695	62,460	33,490	8,586	527	399,986
Wyoming	15,310	14,560	9,232	2,760	434	———	42,296
Totals	6,303,063	3,439,529	4,168,564	898,119	203,319	29,061	15,041,655
Plurality	2,134,499						

POPULAR PRESIDENTIAL VOTE, 1912.

A table prepared by the New York *Tribune* from official returns collected by the Associated Press.

"It is, of course, folly to contend that the vote polled is necessarily an exact criterion of the growth of Socialism, but it is equally foolish to deny that it is any kind of a criterion whatever. It may perhaps lead to an overestimate of the growth of Socialism; but, on the other hand it may possibly fall far short of showing the real Socialist strength of the country. Such as it is, however, we must accept it for want of a better. It is at any rate an approximate measure.

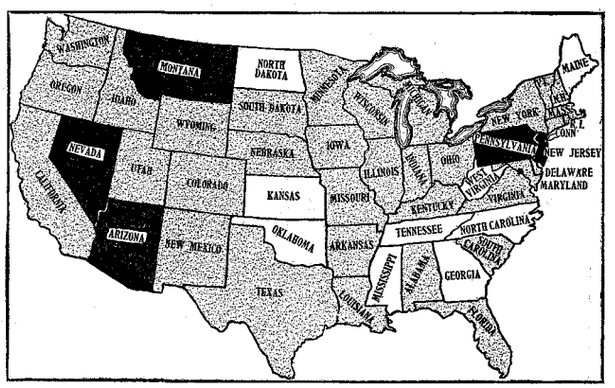
"For several years now many Socialists in speculating upon Presidential election results have cast wistful eyes upon the million mark as a noted point of departure on the further road to Socialism. We have just fallen short of this alluring figure, but it is practically certain now that we will leave it far behind four years hence. The same rate of increase would give us in round numbers 2,000,000 votes in 1916.

"The appearance of the radical, pseudo-Socialistic Roosevelt party in the field this year undoubtedly held the figures of the Socialist vote below the millionth mark this time. . . . . .

"What can not be cured must be endured. It is not likely that the Socialist movement for many years to come as yet will experience clear political sailing. False 'Socialistic' winds and currents may be confidently expected along the route, and while they may here and there for a time sweep the as yet ill-ballasted and ill-navigated 'Socialistic' craft off their course temporarily, they nevertheless serve to keep the advance of the great Socialist fleet steady, the main body that is proceeding under clear sailing directions, and knows its destination and the route to be taken toward it. And as time passes the stragglers who have been temporarily diverted will rejoin."

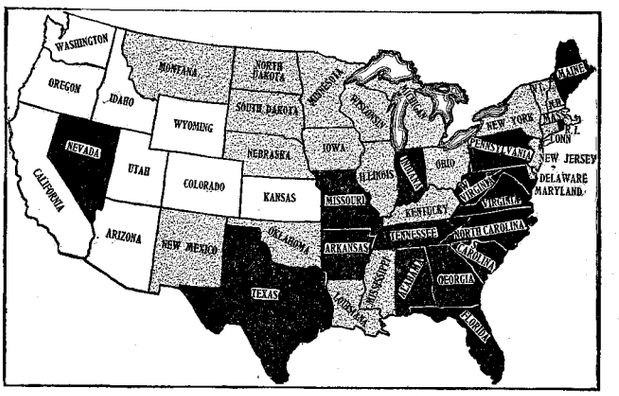
Collier's Weekly finds "pleasing evidence of the discrimination and power with which the independent voter has achieved important results," in these facts:

"Iowa went for Wilson by over 22,000, but elected a legislature heavily committed to the reelection of the present Republican Senator, Kenyon, whose defeat would have been a calamity. Nebraska went for Wilson by 37,000, but elected, as United States Senator, the Progressive Norris, who is entitled, more than



THE PROGRESS OF PROHIBITION.

States shown in white have prohibition laws. Those in black have a license law, with practically no dry territory, while those shaded have license laws but contain much dry territory. Prohibition in West Virginia becomes effective in 1914.



THE SUFFRAGE MAP OF 1912.

Equal-suffrage States are shown in white, those with partial woman suffrage are shaded, and those with no woman suffrage are in black. Kansas, Oregon, and Arizona gave votes to women at the last election.

PRESENT STATUS OF TWO REFORMS.

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any other one man, to go down in history as the man who defeated Cannon. In California the First Congressional District gave Wilson a majority of about 8,000, but at the same time reelected Congressman Kent with a majority of about 1,850. Kent is in the present Congress as a Republican; for reelection he ran as a progressive, not as a member of the Progressive party but as a progressive with a small "p." In the new Congress he will be without party affiliations, which is consistent with his record and gives him that freedom from obligation and opportunity for independence which he himself would most desire."

We are reminded by the Springfield *Republican*, that "there are now at least four States where elective judges may be recalled—Oregon, California, Arizona, and Colorado." The two last-named were added to the list last November.

Suffragists are disappointed in the loss of Michigan by less than 1,000 votes, after earlier returns had given it to them by a substantial margin. In Kansas, where the vote for Governor was close, George H. Hodges, Democrat, was finally declared elected over Arthur Capper, Republican. Oklahoma City remains the capital of Oklahoma, tho earlier erroneous press dispatches announced the removal of the seat of government back to Guthrie.

OUR KNIGHTS OF THE "FLEECE"

A NEW RECORD will be left by Postmaster-General Hitchcock when he goes out of office in March, remarks a Democratic editor, "for successful prosecutions of get-rich-quick fakers." In 1911, as we learn from the report of the Chief Inspector of the Post-office Department, swindling promoters who had taken about $77,000,000 from the public were arrested by the Government. The Brooklyn *Eagle's* praise of the Hitchcock policy of criminal prosecution which "has put more than one vender of water-marked certificates behind the bars," is peculiarly appropriate in view of the recent activity of the Department. We read of the arrest of eight men connected with one corporation which, says the inspector, has cleaned up $10,000,000 in the last five years, and "has obtained more easy money than any get-rich-quick concern ever uncovered in America." Heads of another similar concern in ten cities have also been arrested, as have 175 persons charged with sending illegal drugs and surgical devices through the mails, and a number of "de luxe" book swindlers operating in New England have come to grief in the same way. Moreover, several trials of persons accused of selling fraudulent mining stock are attracting much attention, in one case because the group of defendants include names that have had a high place in our history. If we are to believe newspaper estimates, such swindlers as these make about $100,000,000 a year out of the public. But editors who deplore the fact that their countrymen should prove such easy prey find encouragement in the increasing zeal and efficiency of the Post-office Department in tracing and arresting fraudulent promoters, and look forward to a decided curtailment of their operations.

Perhaps even more effective, thinks the San Francisco *Bulletin*, would be legislation by the States to prevent the incorporation of stock companies by irresponsible promoters. Says the Springfield *Republican* in a thoroughgoing discussion of this topic:

"It is well known that Kansas has already led the way in State legislation in this respect with its 'blue sky' law—a statute which has attracted much attention. It was stated at the recent annual convention of the investment bankers of America in New York City that projects for similar legislation were known to be developing in Ohio, Maine, Washington, Oregon, Nebraska, Indiana, Massachusetts, and Illinois, and some of the investment brokers predicted that bills embodying the protective principle of the Kansas law would be introduced in every State legislature at its next session. This may prove to be the case, for since an indorsement of the Kansas 'blue sky' law was given a place in the platform of the national Progressive party, the political leaders of the old parties are not unlikely to push through the legislation and get the credit for it themselves. It was apparent that the sentiment of the recent convention of investment bankers was hostile to the Kansas law because of its drastic features, and the convention's committee on legislation was instructed to draft a model 'blue sky' law which honest and reputable bond and securities houses could indorse.

"The Kansas law provides that:

" 'All corporations, except certain ones dealing exclusively in government or municipal bonds, and the regular banks and trust companies, real-estate mortgage companies, and building and loan associations shall get a certificate from the bank commissioners before offering their securities in Kansas. The law requires every such company to file with the commissioner a statement of its business and assets in such form that the commissioner can investigate its methods and business and satisfy himself that there is a reasonable hope of success. The State does not undertake to guarantee the value of the securities in any sense, nor to interfere with legitimate investment com-

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"CARRY YOUR GRIP, SIR?"

—Richards in the Philadelphia *North American*.

"I CAN'T GET EM' UP! CAN'T GET 'EM UP! CAN'T GET 'EM UP IN THE MORNING!"

—Carter in the New York *Press*.

PROGRESSIVE VIEWS OF THE REPUBLICAN FUTURE.

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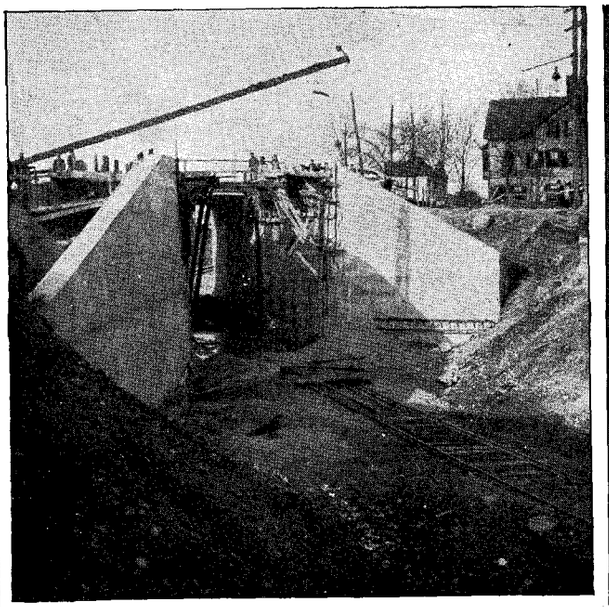
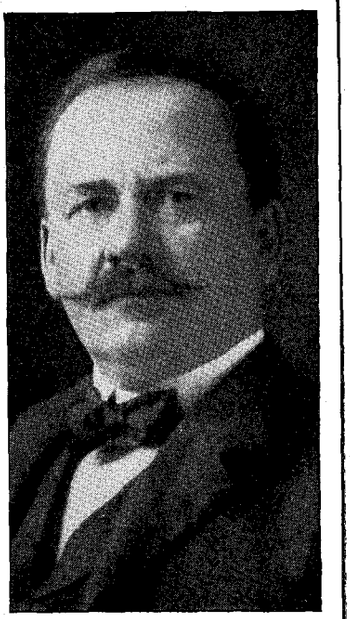
CHARLES S. MELLEN.
President of the New York, New Haven & Hartford, and Boston & Maine Railroads.



SOME OF THE ABANDONED WORK THAT AROUSED NEW ENGLAND.
On the Palmer-Providence extension of the Grand Trunk at Plainfield street, Providence.



EDSON J. CHAMBERLIN.
President of the Grand Trunk Railway of Canada.

INDICTED RAILROAD HEADS AND THE CAUSE OF THEIR TROUBLES

panies, but it does aim to protect the innocent public from fraud.' ".

Books, too, seem to be as effective as mining stock in separating the trustful from their savings. In fact, several editors, commenting on the picturesque "literature" sent out by some of the mining promoters, and on the interesting testimony offered in several trials, ask why any swindler should "go to the trouble and expense of salting a gold mine, when it is possible to persuade simple-minded persons to subscribe to anywhere from $5,000 to $100,000 worth of literary junk?" But perhaps these "book-lovers" deceived were as much sinning as being sinned against. The Hartford *Times* explains:

"In the case of many of the victims this term would seem to be a misnomer. Money-grabbers might be a better name for them. A story which we publish to-day tells how a Boston woman gave up $87,000, not because she wished to own what appeared to be a very valuable set of books, but because she was persuaded by the smooth-tongued men with whom she dealt that some foolish millionaire was 'crazy' to pay a huge sum for them, and that she could get a lot of money from him for his 'bargain.'

"If the various ladies and gentlemen who gave up a substantial slice of their fortunes to the thieves who fleeced them had been real book-lovers they would have saved their money, for they could not have been fooled. Those who bought worthless books at high prices to put in their houses wanted to be known as 'book-lovers' without having much real knowledge about books or the value of them, while not a few of the victims, as has been said, were merely betting that there were bigger fools with more wealth than themselves who could be more easily induced to part with their cash."

The raid upon doctors and drug concerns, charged with "misuse of the mails to solicit criminal medical practise, or to dispose of medicines and instruments connected with such practise," was made under the personal direction of Postmaster-General Hitchcock. It is said to be the most extensive and far-reaching one ever made by any department of the Government. The greater number of arrests were made in the West, and Eastern papers note that "strict enforcement of municipal and State laws in the East is said by the postal authorities to account for the comparatively few arrests in the large cities in this part of the country." Said the Postmaster-General when these arrests were made:

"The work of the post-office inspectors to-day is the culmination of the crusade instituted more than two years ago against the fraudulent and unlawful use of the mails. In that comparatively brief time we have wiped out of existence concerns which have mulcted the people of this country out of more than $100,000,000 by frauds perpetrated through the use of the mails, and the courts have sent many of the promoters of the fraudulent schemes to the penitentiary, where they now are serving time."

MR. MELLEN'S ROAD AND THE LAW

THE INDICTMENT of the heads of the New Haven and Grand Trunk railroads under the criminal clause of the Sherman Law is noted by the press as the first action of the kind taken against prominent railroad officials. It is thus, in the Chicago *Tribune*'s opinion, "a step in the most conspicuous prosecution undertaken by Mr. Taft's Administration," and to the Boston *Transcript* it is the most sensational development which has yet appeared in the series of antitrust prosecutions. For, as it looks to the New York *World*, it is a plain case of conspiracy, and "if the evidence fully sustains the indictment and the jury refuses to convict, a crisis will have been reached which will necessitate a radical revision of the anti-trust act; on the other hand, if Mr. Mellen and Mr. Chamberlin are convicted, the law will have demonstrated its power and its efficacy."

The act of which President Mellen, President Chamberlin, and Mr. A. W. Smithers, Chairman of the Board of Directors of the Grand Trunk, are accused is that of unlawfully agreeing "to prevent the construction and completion of any of the Grand-Trunk New-England extensions, to prevent the operation of the Grand-Trunk steamship line" between New York and Providence, "and to prevent the transportation of persons and property in interstate and foreign commerce over said lines of railroads and steamships." Seven "overt acts" to this end are named in the indictment. There is less newspaper approval of the actions of Messrs. Mellen, Chamberlin, and Smithers

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than there is doubt whether they have actually done anything for which they can be punished. In New York we find one idea occurring to several editorial writers. It is, as *The Wall Street Journal* puts it, that—

"An agreement which was never completed bears no very startling resemblance to a conspiracy, and that the indictment of the officers of a railroad in Canada for changing their minds about building a competing road is likely to have something of the same ridiculous comeback furnished by Attorney-General Wickersham's preposterous attempt to indict the Republic of Brazil, in effect, for putting an export duty on its own coffee."

But as the New York *Tribune* considers the matter, the agreement, "in spite of its careful promises of competition" does convey "the impression of combination to avoid the necessity of competition." And *The World* argues:

"What actually happened was an agreement in violation of law by which New England was divided up like a conquered province between the New Haven and Grand Trunk railroads, a monopoly created in behalf of private interests, apportionments made of territory, competition stifled, and the interchange of cornered traffic provided for. As described in the Sherman Act, this is a crime. The Grand Trunk's decision not to engage in further construction in New England may properly be cited as corroborating the offense."

"New England will approve the action of the Federal grand jury," declares the Springfield *Republican*. But the New York *Press* and *Globe* do not believe that New England will gain from it, even in the case of ultimate conviction. We read in *The Globe:*

"It has been demonstrated by champions of the public interest that it will do no good to put Mellen and Chamberlin in jail; it would not bring about the building of the Grand Trunk.

"Likewise it has been demonstrated that the bringing of an equity suit forbidding a combination and compelling the dissolution of the New Haven merger would do no practical good. It is declared that for the company to slough off its trolley lines and steamship lines would benefit but few—that to most of New England the transportation monopoly would be as existent as before. It is urged that it is the railroad part of the monopoly that should be attacked.

"Likewise it is demonstrated that to break up the New Haven would probably result in an increase in rates and a decline in the character of the service; that if to present expenditures were added expenditures incident to competition, the public would, of course, pay the bill, if not in higher rates, then by getting poorer service."

Thus, concludes *The Globe*, the principal proposals for relief "go up a blind alley and meet a stone wall." There remains only a choice between public ownership and operation and "adequate and complete public control of rates and service."

The "sloughing off" by the New Haven of its steamship lines, which *The Globe* refers to, may be an accomplished fact within two years. In the Panama bill passed by Congress some time ago, there was included, our readers will remember, a clause prohibiting railroads from owning coasting steamship lines, unless they could justify such ownership before the Interstate Commerce Commission. On Christmas day the papers contained this announcement by President Mellen: "We will sell our steamship holdings under the present law in 1914, and our interest therein will be absolutely terminated." According to the recent report of Luther Conant, Jr., Mr. H. K. Smith's successor as Commissioner of Corporations, the New Haven is the most important of the several railroad systems which control practically all of the coast and river navigation of the country. The New Haven leads with a gross tonnage of 200,000, then come the Southern Pacific with 150,000, the Pennsylvania, the New York Central, and the Central of Georgia Railway. From this report, which has been widely discust in the press, we quote these pertinent paragraphs:

"In acquiring their extensive control over domestic water-carriers railroads have had in general three purposes: First, to eliminate the competition of water-carriers; second, to obtain an entrance into territory not open to their rail lines; and third, to secure valuable feeders, mainly local lines.

"In the case of the New Haven system all these purposes are apparent. For some time past the New Haven system has pursued a determined policy of suppressing any effective competition on Long Island Sound; several, at least, of its recent acquisitions must be regarded as due to this policy."

Even newspapers hostile to Mr. Mellen commend his new policy of frank publicity. A series of advertisements have appeared in New York and New England dailies making definite answers to specific criticisms of his management of the New Haven road. And a two-and-a-half column statement to the public sets forth at length his policy, his aims, and his ambitions as head of the New England lines. It is due him to quote his explanation of the Grand-Trunk deal, especially since he has given out no statement since his indictment:

"It is a delicate matter for me to discuss my railroad neighbors with whom I hope to live in peace and do business; but I am not responsible for either the beginning or the end of the Grand Trunk attempt to reach Providence. I will make this statement as positive as any one could wish, and I do not know at this moment that the plan of its going to that city is abandoned.

"The newspaper people knew the decision of the Grand Trunk managers to suspend their construction into Providence before I did, and I never took a single step personally or officially to cause or promote or hasten that decision."

He defends the New Haven's ownership of the Sound steamboat lines as follows:

"The service has been continually improved, the rates have not been increased, despite largely increased expense, and the main purpose of the New Haven in operating these lines has been to enable it to furnish a quicker and more regular system of delivery at terminals in various sections of New York not served by its rail lines."

Mr. Mellen holds "the present organized campaign of misrepresentation" responsible for a certain amount of demoralization among the New Haven's employees, and for several attempts at train-wrecking. He continues:

"We have had our tracks inspected by experts not in any way connected with the road. We have removed material, sound and good, because its appearance was against it, and might cause comment by those of insufficient knowledge. We have done everything that could be thought of, not considering expense in the least, to make our road the best in the country. There certainly should be no better road, and I don't believe there is. No road in this country could go through such a fire of publicity and have so little found against it."

As a last word in our discussion of "The New Haven and New England" we give the following summary of *The Railway Age-Gazette's* editorial under that title:

Under the Mellen management the New York, New Haven & Hartford's efficiency in handling both freight and passenger traffic has greatly increased. According to Prof. Bruce Wyman of Harvard there are certain just complaints regarding the New Haven's freight service, but these are incidental to a period of readjustment, and the management is moving in the right direction to apply the remedy. The chief cause of the recent accidents on the New Haven has not been the short cross-overs or the wooden cars, but want of discipline among its employees, as shown by disobedience to the rules. The New Haven road-bed is not "wretched," but one of the best in the country. Its passenger service and equipment, however, are not as good as its road-bed. Here its management has been "remarkably regardless of public opinion." "When compared with the standards set by many railways, both East and West, the New Haven's passenger equipment and much of its service are open to serious criticism, and it is significant that railway officers from other parts of the country speak hardly less disparagingly of them than do the New Haven's regular patrons." Much of the criticism of Mr. Mellen's management of the New Haven, which is called a "transportation monopoly," is declared due to his "curt manners and arbitrary methods" and to his apparent defiance of public sentiment.

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FOREIGN COMMENT

RUIN OF THE ENGLISH SUFFRAGETTE MOVEMENT

THE MILITANT woman-suffrage movement in England is dead, at least from "the spiritual-revolutionary point of view, the only point of view that really matters," writes Rowland Kenney in *The English Review* (London). "The militant propaganda effort has failed." What benefit have the downtrodden wage-earners such as the Belfast shirtmakers reported in the London *Daily News* as working for one cent an hour, the oppressed women of the lower classes, the victims of white-slavers, gained by the throwing of hatchets, breaking of windows, the destruction of posted letters, and the cutting of telephone wires? this writer asks.

As a matter of fact, it was money success that killed the movement. It was destroyed by fulness of bread. The workers became mere "social parasites," we are told. They loved the excitement of frequent meetings, they lived on the subscriptions that poured in, but they forgot the real object—the relief of women from oppression by the gift of the suffrage through which they could have a voice in legislation. In Mr. Kenney's words:

"Great demonstrations were held, scores of thousands, on one occasion a hundred thousand people, were gathered together to listen to the lionesses of the movement. Great Liberal meetings were besieged and spoilt, batch after batch of women were sent to prison; the purple, green, and white badges and banners . . . were more familiar than the Union Jack; men banded themselves together into a league to help the women; thousands of pounds were subscribed to the Union funds at one night's meeting, and, from the usual worldly point of view, the suffrage movement was the biggest and most imposing success of the day. From the *real* point of view, the point of view of the philosopher, the sage, or the divine, it was the most ghastly failure of modern times.

"For it had lost its soul. To gain worldly honors and the support of money, it had pocketed its grand ideals and adopted the tactics, as well as the jargon, of the politicians it once despised. Its votaries became the lionesses of the hour. Tired and jaded middle- and upper-class women, whose lives had been spent in devising means of wasting time and calling it sport or social duty, took up the movement as a new diversion. The afternoon gatherings at the Pavilion were attended as regularly by the leisured Suffragettes as the music-halls are frequented on a Monday afternoon by a certain type of people, and for much the same reason: they became an institution, it was 'the thing' to go."

Thus those women who were to be the real beneficiaries of the agitation were crowded out, looked down upon, and lectured, and finally they withdrew from a party that roused their ridicule, and we are told:

"The workers whose heroism does not display itself daily and who have no desire for the patronage, or even familiarity, of the women of a higher social caste, soon felt themselves to be out of their element, and they refused definitely to join the movement; or, if they did join, soon left the field in the possession of the others.

"To test this, go to the big mills and workshops and see how much interest, not to mention enthusiasm, there is among the women there. You will find that the subject bores them, or is merely a peg for jokes. They have noted the spectacular side of the movement, they have apprehended the clever advertising which has carried it along, but they can detect no warm spirit of appreciation and understanding of their own lives and difficulties in its present propaganda. While utilizing their sex-catchwords, it has no vital meaning for them."

WREAKING VENGEANCE ON THE MAIL.

A letter-box in London that had been doused with paint by Suffragettes to show conclusively that they ought to have the ballot.

The female agitators came at last "to care only for what they could make out of the movement," and the English Suffragette degenerated into a venal politician:

"Arrayed in her new silk gown, her speeches fashioned for effective attack on the emotions of sentimental people who had money to spare, she devoted herself whole-heartedly to the swelling of the Union funds. Similarly the educated middle-class woman was frequently sent to win the sympathies of the workers by her charm and grace of manner. Both were successful—again using the words in its worldly sense. The woman worker-speaker did beguile some gold from the pockets of her high-class audience. The charming lady did win the help of some of her fellow organizer's one-time fellow workers, and the Union flourished accordingly. But at heart it was not sound. To be sound and healthy it required the steady, sane, quiet backing of the women it covertly flouted."

Mr. Kenney enlarges upon the manner in which "the downward path" was taken by the speechifying Suffragette, who had been recruited from the class of toilers:

"From adopting a certain style of life—a fashionable and expensive style—for propaganda purposes, the Suffragettes generally took up this style for every-day—and for all day—use. From being part of the political agitator's stock-in-trade, as partizan pamphlets and badges are, the silks and jewels became the commonplaces of life. Naturally, this led to another evil. When the ex-teacher or factory worker found herself in these new and infinitely more comfortable surroundings, she adopted the tone prevailing around her. Instead of being able to return to her one-time coworkers in school or mill and talk to them as

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SUFFRAGE TACTICS—OLD AND NEW. —*Fischietto* (Turin).

a sister, as one who felt in her heart and on her flesh the stings of their own wrongs, she began to lecture them, to talk down to them, or worse still, to ignore the palpitating facts of life, the hundred and one little difficulties experienced by them in their daily toil, and devoted herself to the abstractions and unrealities of political expediency and the—to them—incomprehensible twists and tricks of the political game, apart from any relationship which it might have to their life or work."

This writer quite acknowledges, or at least forbears to challenge, the justice of women's demand for the suffrage, and after declaring that "the public have ceased to be interested in the more peddling forms of breaking the peace," he asks, "What would be of lasting benefit to the cause?" The following sentences embody his own ideas:

"The one thing needed is the support, the active cooperation and sympathetic understanding of women wage-earners. Until workingwomen take up the movement in real earnest, until they realize the connection between their low wages, their social cramping, their sex dependence, and their political enslavement, until they realize that the vote is merely a symbol of their implied inferiority, but to be won and understood so that their other withheld rights may be understood and won, the movement will never be a success in any good and righteous sense of the term."

For the degradation of women in certain walks of life in England, the injustice with which they are treated in the labor world, quite justifies any attempt to raise the downtrodden. Mr. Kenney says:

SUFFRAGETTES—"Destruction to everything." —*Lepracaum* (Dublin).

"The real root of the trouble is the steady development of woman's work in the industrial field, with its concomitant exploitation—double exploitation—because of her sex. Added to this we have the complexities and anomalies of public life which take a woman's all and give her nothing in return, the marketing of that which should be above the call of the mart—the ecstasy of sex—because of the aforementioned industrial exploitation which drives women's wages below subsistence level, and the indignity of being forced to forego certain privileges due to every member of any healthy community, simply because of artificial bonds riveted by man, and excused because of a purely natural division which gives no earthly reason for man's arbitrary and tyrannous actions. These and kindred difficulties have received little or no consideration from the people who have been loudest in their praise of militancy."

WILL THE FOURTH DUMA DO ANYTHING?

THE THREE PARLIAMENTS which have met at St. Petersburg since the Duma was created in 1905 are accused by the European press of having accomplished nothing. The system of election gives the Government, that is, the bureaucracy, as complete a control of the policy of legislation as a New York Police lieutenant has of the administration of municipal law. We therefore find the Russian papers either dismally pessimistic or guardedly indifferent as to the future doings of the fourth Duma. The radical papers blame the very method of electing representatives. For it must be remembered that the election system in Russia is rather complicated, and members of the Duma are not elected directly by the voters, but by electors who in their turn are elected by delegates chosen by the people. It can easily be seen that such a system gives the Government ample opportunity to control the elections and check radical sentiment, of which opportunity it has not failed to avail itself. Thus the *Zaprosy Zhizni*, a radical weekly of St. Petersburg, characterizes the results of the elections as follows:

"'Another such victory and Pyrrhus is undone!' exclaimed Pyrrhus after a brilliant victory over the Romans at Heraclea, and the wise General declined to continue the war with Rome and retreated. The reactionary army which won a victory at the elections to the fourth Duma may have no such wise general, but will have to retreat just the same. It also, like the army of Pyrrhus, is weakened by the last victory more than its enemies. For the sake of this victory it has sacrificed all its traditions, all prestige, all its political credit, and lowered itself to such a depth that all classes of society, absolutely all, have deserted it and left it isolated."

The membership of the fourth Duma (442), according to the *Riech* (St. Petersburg), organ of the Constitutional Democrats, is divided as follows: Extreme Left, 29; Constitutional Democrats, 65; Progressists, 40; Mussulman and Polish factions, 23; Octobrists (so named after the Manifesto of October 30, 1905), 90; Nationalists, 80; Extreme Right, 105; and Non-partizan, 10. The press take a pessimistic view of the work of the Duma, and

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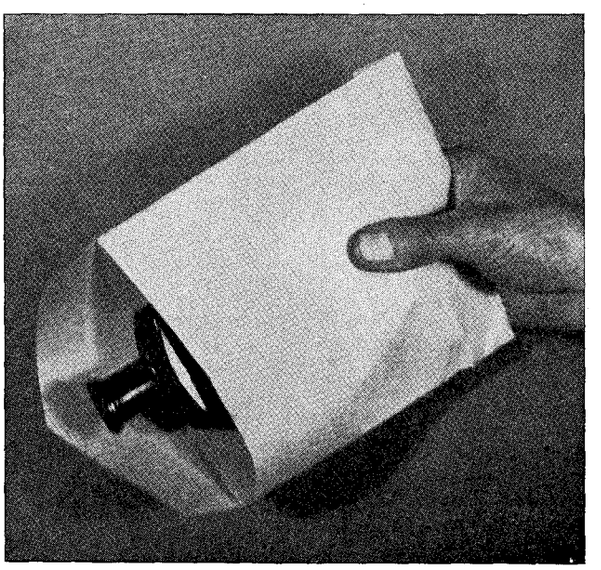
some radical newspapers even say that if Russia were a real constitutional monarchy, the Duma would be dissolved and another election held. This is what prominent leaders of the two most important parties in the Duma say, as reported by the *Novoye Vremya* (St. Petersburg). S. E. Shidlavsky, an Octobrist leader, is thus quoted:

"I look very skeptically upon the work of the fourth Duma. It is more than difficult to work, having two flanks with no center. If there should be found some center, it is not yet clear of what forces it will be made up. . . . You ask about the rôle of the Octobrists in the fourth Duma. It can not yet be outlined, because about half of our deputies are new people, and what sort of men they are it is difficult to say. At any rate, if they could be united, I think that the Octobrists, notwithstanding their small number, could be a reliable regulator of the fourth Duma. . . . The Government used repressive measures in many places not only against the Opposition, but also against the Octobrist elements. This did not affect the forces of the Opposition, but did decrease those of the Center, without which, in any case, the Duma can not exist."

A. E. Shingareff, a leader of the Constitutional Democrats, speaks thus pessimistically of Duma prospects:

"You ask how I picture to myself the fourth Duma? I have just written to a friend of mine that it is a bird with wings, but without a head and body. It evidently will not be able to fly, and the question is, will it have enough strength to crawl? . . . .

"It is hard to tell whether it will be possible to work in the fourth Duma. . . . The Octobrists can work, and so can we. . . . But the question is, of what sort that work will be? In the first place, no doubt, it will be necessary to settle the legacy of the third Duma. . . . But in general I don't know on what the Government will feed the new infant. It is hard to imagine that a Center might be formed of the Octobrists, Progressists, and Nationalists. Either the Octobrists will go with the Progressists, or the Nationalists must give up the Right and become a constitutional party."



WEAPON OF THE SUFFRAGETTES

In their attack on the letter-boxes. Photo showing how easily the acts were perpetrated, without fear of detection, by simply placing in an envelop a bottle of the fluid with the cork out.

The main question for the Russian Duma at present is the Balkan War and its resulting complications. There are anticipations of the opening of the Dardanelles. Russia has waited for over two centuries for such an opportunity as the Balkan situation now presents, and there are indications that she will strongly insist upon the Dardanelles being opened for her Navy alone. Commenting upon the questions suggested by Sir Edward Grey for discussion at the conference of the Powers the *Riech* (St. Petersburg), the organ of the Constitutional Democrats, observes:

"The neutralization of Albania will meet with more or less frank opposition on the part of Austria and, maybe, Italy. The question of the Ægean Islands concerns England most of all the great Powers. Lastly, the neutralization of the Straits is a solution not at all advantageous to Russia. And the raising of this question. . . . is undoubtedly a prelude to England's refusal to support the Russian view on the question of the Straits. . . .

"The road to India does not lie over the Ægean Sea, and is sufficiently protected by Cyprus. . . . But the way from the Black Sea to the Mediterranean is yet to be opened, and opened in such a way as not to leave the gate ajar for the entrance of other navies from the Mediterranean to the Black Sea."—*Translation made for* THE LITERARY DIGEST.

A NEW LATIN-AMERICAN LEAGUE

THE THREE GREAT STATES of Spanish America, Argentina, Brazil, and Chile, are to form what is styled an A. B. C. union for their mutual self-preservation, a sort of Balkan League, in fact, aimed against the incursion and interference of foreign Powers. Prof. Vicente Gay, of the University of Valladolid, writes in the important Madrid review, *España Moderna*, advocating this kind of imperialism. He says it is not like European imperialism, which seeks for expansion of territory and trade by conquest or annexation in some form or another. The imperialism of the three States of Latin America is merely defensive. The great Powers, he reminds his readers, have sometimes shown themselves to be a menace to the integrity and security of Spanish America. He specifies the question of the occupation of the Falkland Islands by the British, which was contested by Argentina and only settled by the appearance of a British man-of-war. He also speaks of a dispute between the United States and Chile which was decided by the armed fist of the great northern Republic. He goes on to treat as follows of this confederation:

"The A. B. C. South American confederation merely means a union of Argentina, Brazil, and Chile. It has sometimes been said that the idea of this alliance originated in the disputes between South American countries and the European Powers, and the recoil from the North American imperialism is also alleged to have been a further cause. But in reality it is no more than the instinct of self-preservation which causes the South American Republics to contemplate a union among themselves and an increase in their respective armaments. The quarrel between England and Argentina, that between the United States and Chile, and the dispute between Italy and Argentina, are examples of the difficulties which the unconsolidated republics of the south may incur. The slightest diplomatic error, voluntary or involuntary, committed against the subjects of the great Powers of the world has frequently caused an ultimatum to be given to the South American State concerned and on many occasions this has resulted in the humiliation of South America. The republics of Central America furnish several instances of this sort of foreign dictation. And it is this point which has caused the development of the union idea by which the A. B. C. of South America may form an alliance, and the imperialism of South America is really nothing more than this."

Each of these republics has two modern dreadnoughts, besides battle-ships and cruisers of older types, so that the naval strength of the new league is not to be despised. Those who object to the confederation are answered thus:

"The enemies of the South American Triple Alliance declare that it is a useless idea, as there are no real perils threatening the tranquillity of South America. These people speak as if prudence was not in the light of history a very important virtue, as if, in fact, we ought to leave the door open because the robber has not yet come upon us; altho he is ready to do so the first chance he gets. Others attack the South American A. B. C. on the plea that it will impair the good relations which South America maintains with the powerful Republic of the north. But these are mere Pan-Americans who prefer to advance

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fettered to the chariot of Washington; and who do not recognize that they have reached the age of political discretion and ought no longer to live under the rule of Yankee tutelage."—*Translation made for* THE LITERARY DIGEST.

ENGLAND'S VIEW OF CANADA'S NAVY

GREAT ENTHUSIASM in London greets the proposal made by Premier Borden to the Canadian Parliament that Canada contribute three dreadnoughts to the British Navy. It was formerly Britain's policy to keep part of the Navy in colonial waters, and great naval stations were maintained at Halifax and Bermuda; but of late the colonies have been left unprotected, and this has had its part in spurring them to build dreadnoughts for the mother country. The authorities of the British Admiralty have felt themselves face to face with a serious danger in the fleet which Germany is crowding into the North Sea, and from the memorandum furnished by the Admiralty to Mr. Borden for presentation to the Canadian Parliament it plainly appears that for the last decade Germany's aggressive increase of her fleet has been forcing England to concentrate her ships in the home waters, so that while in 1902 there were 160 ships on the oversea stations, at this moment there are but 76 in foreign waters. Hence the "emergency" so repeatedly dwelt upon by the press and by Canada's Conservative Prime Minister, whose offer "is help in time of need," declares the London *Morning Post*, "the sort of help which proves to us who are our true friends." The consolidation of the Empire which results is then sketched:

"This great contribution to Imperial defense opens out the constitutional question of Canada's voice in the foreign and defense policy of the Empire. It is manifest from the Admiralty memorandum that the contribution will almost automatically affect the defense policy of the Empire, inasmuch as it will tend to 'restore a greater freedom to the movements of the British squadrons in every sea, and directly promote the security of the Dominions.' Such an addition to the margin of safety naturally affects the distribution of the fleet and strengthens us in the outlying seas. But apart from this natural result, Mr. Borden has secured as a consequence of his contribution Canadian representation on the Committee of Imperial Defense. The Imperial Government will invite the presence of a Canadian Minister at the meetings of the Committee, and it rests with the Dominion Government to send one of their members to London for the purpose. This, it is true, does not give Canada any voice in the direction of Imperial policy. The constitutional responsibility of the Imperial Government remains unaffected, as the Committee is not responsible to Parliament and does not direct the Imperial policy. Yet the Committee has influence, in which the Canadian Minister will share. It is therefore a beginning, altho not a satisfactory or adequate beginning, in the process of enlarging our constitutional system so as to embrace the states of the Empire in the Imperial councils."

The London *Times* thinks that even the Laurier party "will not oppose the 'emergency' program," and suggests that ships built by the Dominions of the Empire should only be used in oversea service:

"They should, that is, be treated as entirely distinct from the strength which our European responsibilities may require. It is our own business to hold the trident in the Old World, and we can hold it well. On the other hand, while our responsibilities are growing in other seas, we have gradually withdrawn our ships from them and loosened our hold. There lie the 'margins' of security which the Dominions can restore, and by a development of our existing means of consultation their dispositions and ours might gradually be perfected to form an effective whole. Mr. Borden's great policy could then be applied in full accordance with the principles which he has laid down."

The London *Standard* disagrees with the *Times* on this point. The interests of the Dominions, we read, are often best maintained in European waters. In its view:

"The ships will be Canadian; that is to say, they will remain the property of the Dominion Government; but they will be placed at the disposal of the Imperial Admiralty for use wherever they may be most effective for strategic purposes. The Colonists realize that their shores may be protected in the North Sea and the Baltic rather than the Pacific and the Atlantic; and they will be willing, they will even be content, to see their superb squadrons ranged alongside the battle-ships of England and New Zealand, and we may hope, also, of Australia, within striking distance of the coasts of Northern Europe. Canada, however, reserves to herself the control of the force provided by her taxpayers. 'Daughter is she in her mother's house, but mistress in her own.' If at any future time she thinks proper to call home her superdreadnoughts to join a local Canadian Navy she will be free to do so, of course, on giving reasonable notice, and in circumstances which will not derange the Imperial strategic scheme. In the meanwhile these great ships, provided by Canada, built in English dockyards, manned by British and Canadian officers and seamen, will form an integral part of our 'High Sea Fleet,' of the main naval guard of the Empire in European waters."

Mr. Massey, Prime Minister of New Zealand, has promised to make a second dreadnought contribution to strengthen the British Navy, and other sections of the Empire are discussing their duty in the matter. Of this the *Pall Mall Gazette* (London) remarks:

"The ranging of the states of the British Empire by the side of the mother-country for the defense of their common interests is the greatest fact in the world-politics of to-day. It is as the grain of mustard seed growing silently, almost unobserved amid the clash of events which has distracted the attention of the world. *Vires acquirit eundo.* While the Canadian Parliament has been debating the subject, and while the South African Government is taking counsel with the Admiralty, New Zealand, the pioneer of the Imperial Navy, is preparing for another step in advance. Mr. Massey, the Prime Minister, has just made a most important pronouncement at Auckland. When the payments for the *New Zealand* have been made, he announced, the Dominion will not decrease its contribution. The order for a second ship is thus clearly indicated. Mr. Massey looks to the day when Canada, Australia, and New Zealand will control the Pacific."

If they control the Pacific, declares *The Outlook* (London), they also will be able to control Japan, which "in a future not likely to be remote, may reach out her armed hand to grip the western seaboard of the North American continent." The united fleets of the Empire must be made a safeguard for Western Canada, says the London *Daily Mail*. But Mr. Borden's policy opens to the statesmen of the colonial Empire an entrance into the imperial counsels, and may result in fulfilling the dream of unity cherished by the Anglo-Saxon race. To quote from an editorial in this paper:

"This action of Canada's, following as it does upon the contribution of one dreadnought by Australia, a second by New Zealand, and a third by the Sovereigns of the Malay States, brings with it certain consequences. As the Dominions are now supporting some considerable part of the financial cost of providing an Imperial Navy, so they have a clear right to determine how that Navy shall be used. They must, in a word, be 'called to our councils.' Cooperation must be reconciled with autonomy. Happily this is a point on which all parties in this country are agreed, so that it only remains to devise the machinery. We have here, then, not only the first beginnings of a truly Imperial power. We have also the first germ of that Imperial union which is the dream and desire of our race."

The Laurier plan of keeping Canada's ships in home waters and uniting them with the British Navy only when Canada approves the quarrel is criticized severely in another editorial in the London *Times*, which says:

"If Sir Wilfrid Laurier's argument means anything, it presupposes that the Empire may be engaged in a life-and-death struggle about a cause which Canada disapproves. Our minor troubles do not touch Canada. If her ships are needed for action, it can only be either in a question nearly affecting herself, or else in some broad conflict which may bring the whole Em-

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THE MODERN RAPE OF THE SABINES. —*Amsterdammer* (Berlin).

ON THE BRINK. —*Reynolds's Newspaper* (London).

NEW MUSICIANS IN THE EUROPEAN CONCERT. —*Muskete* (Vienna).

A CONSULTATION.

DR. RUSSIA—"It seems to me, gentlemen, that his *status* is not quite so *quo* as formerly." —*Ulk* (Berlin).

RESULTS OF THE BALKAN WAR IN CARICATURE.

pire down. Semidetachment is therefore in reality not a practicable alternative. Mr. Borden has seen that clearly enough. He has realized that, in any great struggle where her ships might be required, Canada would stand or fall by the results, whether she wished it or not. He has therefore claimed, and rightly claimed, that she should have a voice in the main issues of policy which govern peace or war. Such a voice is, in truth, the only means to that security at which Sir Wilfrid Laurier's argument is aimed. The alternative is independence, nothing less. For it really is not possible, except as a form of words, to denounce the thought of separation from the Empire as 'folly and crime' and in the same breath to insist upon a species of Imperial connection much looser for defensive purposes than that of ordinary allies. Any one who will read the Treaty of Alliance between Great Britain and Japan will find its engagements more binding on either side than the conditional connection which Sir Wilfrid Laurier desiderates in questions of peace and war between the two greatest communities in the circle of British states. Needless to say, the question does not arise in any urgent form to-day; but it underlies the problem of naval organization from beginning to end."

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SCIENCE AND INVENTION

AN ORCHESTRA WITH ONE PLAYER

THE AMBITION of many an organ-builder has been to place at the disposal of the performer the resources of an entire orchestra. Even in small instruments we have such stops as the viola, the cornet, the flute, the trumpet, and the oboe. In most cases the tones produced by these only faintly suggest the originals. In the best modern organs, however, the builder has come nearer to the real thing. Theater-managers in New York have had so much trouble with the musicians' union that an organ to replace the orchestra seems like an end of all their woes, and we read that nine theaters are installing the instrument described below. There was considerable criticism of its performance at the opening of the Century Theater, but the faults have evidently been remedied or the other theaters would not be adopting it. According to a writer in *The Edison Monthly* (New York, December) the instruments of Robert Hope-Jones, which he calls "unit orchestras," come nearest to the orchestral ideal. Says this magazine:

From "The Edison Monthly," Copyrighted by the New York Edison Company.

HE IS THE ORCHESTRA.

Mr. Frank O. White playing at the Century Theater in New York.

"To the degree that Cristofori's *pianoforte* differs from the ancient clavichord, these instruments depart from the accepted canons of organ-building. The basis of difference is the diaphone, the most powerful foundation stop in the instrument. This resembles the diapason in tone quality, tho many distinct colors of tone can be produced from it. It consists of a small aluminum piston which rapidly and freely vibrates in an enclosing cylinder, and if supplied with sufficient air pressure can be heard twenty miles away. In fact, one is now used by the Canadian Government on the shore of Lake Ontario for signaling purposes and is effective for a distance of forty miles across the water.

"In the Hope-Jones unit orchestra, as the instrument is now generally called, the old departments of pedal, great, swell, choir, and solo are abandoned in favor of foundation, string, woodwind, brass, and percussion departments, each of which is enclosed in its own independent cement swell-box. The whole organ is treated as a unit. By means of an electropneumatic action, all of the stops may be drawn upon any of the manuals or on the pedal at any pitch.

"The touch, moreover, is as light as that of a grand pianoforte. By exerting a trifle more pressure on any key it sinks an eighth of an inch lower and the stops drawn on another manual come into play. This device is sometimes used for bringing out a melody or for sforzando chords. Strange to say, there are no bellows in the unit orchestra, wind being supplied by electrically driven fans and compressors, which deliver it at pressures of ten, twenty-five, and fifty inches. The highest pressure hitherto used in any organ has been twenty-six inches, while the pressure on the average church organ is only three. By means of swell shutters it is thus possible to control the great volume of tone produced by these pressures, so that the tuba mirabilis of fifty-inch pressure can be used to accompany a singer."

Of Robert Hope-Jones, the writer says that he combines the typical inventor with the artist. Two things have been dominant in his life, the organ and electricity:

"When he was a young man his skill in matters electrical raised him to the position of chief electrician of the English telephone companies. His spare time was spent playing the organ of St. John's Church in Birkenhead, his home town, where he had a choir of sixty voices. When the organ became afflicted with internal disturbances, the young organist obtained the rector's permission to make the necessary repairs, incorporating his own ideas.

"Years before he had conceived the plan of adapting electricity to music, and here was his opportunity. With the help of the members of his choir, many of whom were journeymen, he set to work. The result more than aroused the wonderment of the people. Here was a double keyboard located some 200 feet from the instrument, a thing then unheard of and possible only through the use of electricity. The fame of the instrument spread rapidly, and people came from considerable distances to hear it and to play on it. Indeed, he was before long besought to build organs in other cities, and tho for some time he refused, his love for the organ led him finally to give up his entire time, his position, and his fortune to the work of organ-building.

"Among the most noted instances of his skill in the British Isles are the instruments in Worcester and Edinburgh cathedrals. Others are scattered in remote parts of the world, such as India, Malta, Australia, and New Zealand. France and Germany also possess several, but America is now in the lead. Since the inventor came to this country in 1903 he has worked almost ceaselessly, and has built his organs in nearly every part of the United States as well as Canada."

CLOTH MADE OF PAPER—A product known as "textilose" is to be manufactured on a large scale in works now being erected near Manchester, England, we are told by *The Textile World Record* (New York, December), which says:

"The patents appear to be three in number. One of 1905 is for fashioning a round, stretched yarn out of a strip of paper. One of 1908 is for overcoming the absence of rigidity and elasticity in paper yarn by combining with the paper 'a fleece or nap of textile fiber of any kind.' A third of 1910 is for coating

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paper destined in yarn, first with an adhesion and next with fiber fed from a carding machine. The second of these specifications refers to the ease with which cotton, wool, linen, or jute, secured on a base of paper, can be dyed and manufactured; also to a softness that makes the use of pure textile fiber no longer necessary. It is not, however, as a serious competitor in the clothing line that textilose has been most heard of. In Germany it serves as a substitute for jute for bagging purposes, and jute manufacturers there are closely investigating its claims. Paper yarns in England have scarcely lived up to the reputation claimed for them, but it may be that paper coated with a layer of jute is superior to paper in its naked state."

TO STOP FOREST FIRES WITH TREES

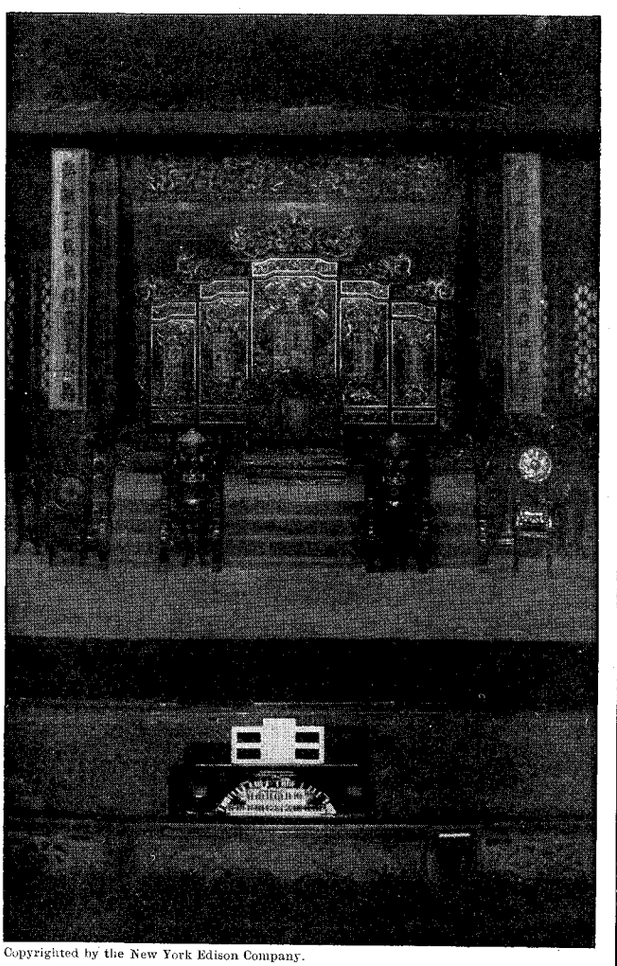
THE AVOIDANCE of destructive forest fires by planting belts of deciduous trees, which do not burn as readily as conifers, is advocated by Mr. Curt Thiersch in a printed circular which has been distributed throughout the country. After noting that the fatal forest fires of 1910 created a financial loss of more than $200,000,000, killed over 1,000 persons, made 10,000 homeless, wiped out eleven flourishing towns and villages, and destroyed over seven billion feet of lumber, he goes on to say:

"The danger of forest fires will perhaps never be obviated completely, and the immediate problem confronting us is how to limit the rapid spreading of forest fires to as small an area as possible. Sometimes this has been accomplished by cutting down trees, digging ditches, and laying fire lines through the woods to inaccessible regions, enabling special guards to easily reach specified sections.

"That these preventive measures have been successful only in part, unhappily has been shown almost every year by the occurrence of devastating forest fires.

"A more effectual measure to limit the range of forest fires, thus affording protection to neighboring regions, would be to plant throughout the endangered pine-tree forests zones or belts of foliage trees of a breadth amply large to successfully impede the further spreading of the flames. Such broad belts of foliage trees grown throughout the pine-tree forests would enable our forests to protect themselves against the rapid spreading of great forest fires.

"It is generally known that the uncontrollable and the irresistible speed with which forest fires travel is almost invariably due to the presence of conifers. The resinous pine-trees, burning like torches, are ideal fire conductors, while foliage trees, owing to the total lack of resin in their trunks and branches and to the moisture of their leaves, burn slowly and smolderingly, as they afford poor food to the flames. By planting broad zones or belts of foliage trees through the forests of conifers, the forests would be supplied with an admirable natural preventive against the growth and spreading of devastating forest fires. It will, of course, be necessary to make the foliage-tree belts amply broad. . . . The initial outlay would be abundantly compensated for by the valuable timber thus grown."



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WHERE THE ONE-MAN "ORCHESTRA" IS PLACED.
In actual performance it is hidden under a mass of autumn leaves.

FOOD FROM WASTE PRODUCTS

THE DARING PROJECT of the chemist in the universal fight for lower living-cost is to build food supplies from simple elements by means of laboratory processes, and thus eliminate the tedious methods of Mother Nature which involve the slow and complex life-processes implied in "raising" things to eat, whether vegetable or animal. It has long been possible to produce many of the carbohydrates synthetically, and now the brilliant experiments of Fischer and Aberhalden, recently described in these columns, have shown that even nitrogenous compounds may be thus built up, and that such compounds will support life, being assimilated by the body as well as the natural albumens contained in meat. As yet, such processes are far more slow and costly than nature's time-honored plan. But a third expedient presents itself—that of so modifying certain waste products which contain nitrogenous elements as to render them fit for food. The Belgian chemist Effront has been devoting much study to this subject, with such success that he now declares that excellent and nutritious food-substances may be prepared at very low cost from what is thrown away by breweries and distilleries. He even goes a step farther and obtains human nutriment by the treatment of clover and hay, extracting their food elements without the intermediary of the animal that transforms them into meat. His work is discust at some length in the *Revue Générale des Sciences*, and we quote from an abstract in the *Journal des Débats* (Paris, November 15), where we read:

"To obtain adequately nitrogenous food-substances it is not necessary to realize the miracle of the synthesis of meat, or of an albumen. It is enough to be able to make certain less complex combinations which the body can employ to build up those higher forms. . . . . .

"But M. Effront says it is not necessary to spend money to fabricate amino-acids [the simpler nitrogenous compounds referred to above], when the industries offer us so many waste products which contain these very compounds manufactured by Nature. . . . . .

"In the body these albumens are hydrolyzed, that is, they undergo a chemical alteration by the addition of water, by which they are made assimilable. But this can be done outside the body as readily as in it, and M. Effront does this to make them more digestible.

"In practise the process consists of removing the sugar which remains in the refuse of breweries and distilleries, and then washing and compressing this residue and thoroughly mixing it with sulfuric acid.

"In this manner there is obtained at the end of two or three days a solution in which nitrogen is present in the form of amino-acids and of polypeptids of these subalbumens, or rather of the albuminous elements into which the flesh of animals is reduced in the course of digestion. Lime is added to this

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solution to neutralize the sulfuric acid, the calcium sulfate formed is filtered out, and the liquid is evaporated in a vacuum pan."

The solid or paste thus obtained is said to be three times as nourishing as meat, and to possess a strongly "meaty" flavor. Also this "near-meat" is proved by actual experiment to be an excellent food. Effront has gone a step beyond this by practical attempts to render available for human food the inferior albumens present in hay and clover. "Why charge the ox or the sheep," he asks, "with the task of transforming these elements into a complex albumen which is not utilized by man until it has been degraded into simple compounds by means of digestion?" In short, Mr. Effront claims that the chemist may take the place of the aforesaid ox or sheep, and makes good his claim by preparing an available human food from the fodder of beasts. As to whether the human palate will find this chemically transformed fodder agreeable he is silent. The article says of this:

"In fact, this point is secondary. It would be a hundred times better if foods were without odor or savor. For then we should eat exactly what we needed and would feel a good deal better. What seems certain is that such synthetic foods are nourishing.

"It would, however, be important to note whether their use would be without disadvantages, and whether if such use became general, it would involve changes in the alimentary canal. Certain parts of this might become useless, since some of the juices required for the digestion of meat are not demanded for that of the amino-acids."—*Translation made for* THE LITERARY DIGEST.

TRUFFLE-FARMING IN FRANCE.

THE TRUFFLE has now been definitely determined to be a mushroom of the order whose spores or seeds are contained in sacs or "thecæ." Little was known formerly of the life history of the fungus, except that it is always found in the ground near trees, generally oaks. The cultivation of the tubers has only been undertaken of recent years, and it has been possible scientifically and rationally only since the discovery by Gramont de Lesparre of the productive principle of the truffle mycelium. Says Felix J. Koch, in an article in *The National Food Magazine* (Chicago, December):

"The spore of the truffle does not germinate either within the fungus or in the ground. It must be carried, by the wind or otherwise, to the leaf of a tree—oak, hazel, beech, or pine, for example—to which it attaches itself by means of its spines, and promptly sprouts if it has found lodgment near the midrib of the leaf. The male spore produces a filament which grows and runs under the epidermis of the leaf until it meets and fertilizes a female spore. Then the latter emits sporules, which, falling to the ground, develop into the truffle mycelium, or spawn."

From "The National Food Magazine," Chicago

HOW THE TRUFFLES ARE HARVESTED.

On the basis of these discoveries, growers now grind dried truffles to fine powder, thus breaking up the little sacs that contain the spores, and then apply a paste made of this powder to green oak leaves, which are kept for six to twelve weeks and then planted. We read further:

"In fact, science has since confirmed, by explanation, the essential truth of the popular belief. Tho the tree is not actually the parent of the truffles, its presence is indispensable to the truffle's propagation, so that the popular saying, 'If you want truffles, plant oaks,' remains correct in substance. The common sense of our fathers foresaw what only the microscope can see in detail."

FOR MORE BRILLIANT "MOVIES"

THE EFFECT of a picture thrown by a lantern upon a flat surface, where it is to be viewed by a large number of persons at once, depends on the brilliancy of the light. This is affected by three factors: the original intensity of the source, the size of the picture as projected, and the reflecting quality of the surface. The stronger the light-source, the brighter and clearer the picture will be. The more the light is spread out over a large area on the screen, the less brilliant it becomes. And finally, the more light the screen reflects and the less it absorbs, the better will be the result. It is apparent that if we are to exhibit a very large picture, the light-source must be intense or the screen of high reflecting power, or both. The available sources of light having about reached the limit of their intensity, inventors are now turning their attention to increasing the reflecting power of the screens, with what success is shown by a note in *Cosmos* (Paris, November 21) describing a new screen called the "Fulgor," coated with metallic particles. We read:

"To obtain very brilliant projections with a considerable enlargement, a powerful illumination is required. This is why constructors have sought to perfect the sources of light, passing successively from the petroleum lamp to various types of incandescence, then to the oxy-hydric and oxy-acetylene lamps, and finally to the electric arc.

"The results obtained are already very remarkable. But constructors have desired to do better still; and not being able to increase the brilliancy of the sources indefinitely, they have been seeking to improve the surface on which the images are projected. The simple muslin was first replaced with canvas coated with a layer of white; then ground glass was tried, and finally the metallized screen. This last is far superior to white canvas from the standpoint of luminous efficiency, and to ground glass, which is too fragile. The great difficulty was to find a coating that will give high luminosity, not scaling off, and yet easy to apply at a reasonable price.

"The projection service of the *Bonne Presse* has placed on the market a metallized screen of aluminum powder, the 'Fulgor,' which has all the qualities desirable in this kind of screen.

"The general appearance is that of a piece of flexible fabric, resembling oilcloth, presenting a silvery surface of great uniformity framed in a black margin in which eyelets are fastened. This screen is stretched on a portable frame in the same way as the ordinary varieties, and it may be rolled up without inconvenience, which facilitates transportation.

"We have attended tests made with this screen, and the results were quite remarkable. On this screen ordinary postal cards may be thrown, and even cinematographic views, with a simple oxy-essence burner!

"There is one experiment that shows especially the great improvement that is realized: it consists in projecting a plate on a screen made of three sections—one of ordinary muslin, one of canvas made opaque with a white varnish, the third of metallized fabric. Thus may be seen perfectly the respective

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values of each specimen. The report of the official test made in the laboratory of the *Arts et Metiers* shows that the 'Fulgor' is 3.7 times as luminous as the muslin and 2.9 times as the opaque screen (the 'Phoebe').

"The only inconvenience of the new screen, which it shares with other existing types, tho in a less objectionable degree, depends on its nature. The 'Fulgor' is so luminous because it absorbs very little of the incident light, and reflects almost all of it. But it reflects chiefly in a direction at right angles to the surface and not so much obliquely. Thus the spectator sees very well if he faces the screen squarely, but not so well if he is at one side. This fault has only to be recognized to be avoided. Projections may be made in a long, narrow hall, or the spectators may be warned not to occupy seats too far to one side.

"Thanks to this remarkable form of screen, operators may now greatly increase the size of their pictures or may use less powerful sources of light, or again, by preserving the old size and intensity, may improve the brilliancy and the effect of their views."—*Translation made for* THE LITERARY DIGEST.

HEALTH WORK FOR RURAL TEACHERS

THE COUNTRY school-teacher should be a public-health educator, according to Dr. Charles E. North, of New York City, author of an article on "Sanitation in Rural Communities," just issued by the United States Bureau of Education. The rural teacher, as the natural intellectual leader of his community, he maintains, can do for public health in the country what the medical inspector and school nurse are doing in the city—point the way to clean living. To quote an abstract issued by the Bureau:

DR. CHARLES E. NORTH,
Who proposes to make the rural schools centers of influence for health and clean living.

"Mere teaching of physiology is not what is needed. Physiology may satisfy the curiosity of children as to their internal organs, but it does not protect them in any way against tuberculosis from contaminated milk or typhoid from impure water. The rising generation, whether in the country or in the city, has a right to be instructed in the first principles of sanitary science. Far from being too difficult to teach in the elementary school, the subject of public health can be made both understandable and interesting. Such a simple operation as washing the hands, for instance, becomes attractive when studied with reference to bacteria. 'Personal cleanliness, purity of food and of drinks, the nature of disease, and the method of transference, are all things which can be exprest in the simplest terms and made clear to the understanding of children,' asserts Dr. North. 'Milk, its value as a food, the fact that it is highly appreciated by bacteria, and that it is therefore necessary to protect it against them—these are not too difficult for the child to understand.' Dr. North emphasizes the need of special training in this subject for school-teachers. He believes that normal schools and teachers' colleges should have regular courses in public health, so that the country school-teacher may be armed with the essential facts of sanitary science. Remarkable results may be expected to follow adequate public-health work by rural school-teachers. It is estimated that if effective sanitation were enforced, the present average of 45 years for human life would be prolonged to 60. 'In rural communities annually 400,000 persons die and about 2,000,000 others are seriously ill from infectious diseases. If only one-half of these deaths and cases of sickness can be eliminated, it means that an immense field of useful work lies at the hand of the country school-teacher who will instruct the children and the mothers and fathers how to prevent the transference of poisonous bacteria from those who carry them to those who do not.'"

A rural high school near Baltimore has already introduced a course of this kind—the first in the United States.

A NEW CROP FOR DRY COUNTRIES

IN SEARCHING for crops that may be grown profitably in arid or semiarid regions, it would seem reasonable to inquire what crops are already produced in such lands by the aborigines, and to experiment on the improvement or development of these. This is exactly what has been done recently in Arizona. The tepary bean, a food-plant raised by the Papago Indians, was obtained from this tribe in the spring of 1909 by Director R. H. Forbes, of the Arizona Experiment Station, and placed in the hands of Prof. R. W. Clothier, of the University of Arizona, to be tested for its dry-farming possibilities. The substance of a bulletin written by Professor Clothier on his results, and soon to be published by the experiment station under the title "Dry Farming in the Arid Southwest," appears in the Holbrook (Ariz.) *News* (November 20), and the writer sends us copies with the assurance that all the statements therein contained are correct. He says of the new bean:

"After three years of experimenting with it I am prepared to say that it is one of the most wonderful plants ever presented to the dry-farming public. If it has a growing season of 75 days it will make a fair crop, and if it has 90 days, it will make a good crop. If it is struck by a drought it will ripen the pods already set, and when the drought breaks it will set and ripen a new crop if it has five weeks in which to do it. In 1911, beans planted June 14 were struck with drought July 20, after but 3.34 inches of water had penetrated the soil. The drought continued until August 25 and was accompanied by extremely hot weather, the Fahrenheit thermometer frequently reaching a maximum of 105 to 108 degrees and averaging 99 degrees as a maximum for the entire period.

"Notwithstanding these adverse conditions, these beans ripened an average of 319 pounds of seed per acre during this drought. Then, when the rains recurred, the beans again began setting pods and matured an additional 456 pounds of seeds between September 1 and October 15, on 4.97 inches more of penetrating rainfall, making a total yield of 775 pounds per acre for the season. Moisture determinations on the soil made before planting showed that there were not over five inches of water available for plant production in the first four feet of soil, and none in the subsoil below that depth, when the beans were planted. When we consider the extremely dry character of the atmosphere in the arid Southwest, with its consequent great power to absorb water from soils and plants, these yields under such conditions are remarkable. The pink bean, which has a reputation itself as a drought-resister, made nothing whatever during the drought and only 100 pounds per acre for the entire season under exactly the same conditions."

The yield, we are told, is exceptionally large. In 1911, on an available rainfall of only 8.3 inches, four plots of tepary beans averaged 527 pounds per acre, while two plots that had three and one-half inches of irrigating water added to the soil two months before planting time averaged 774 pounds per acre. Pink beans averaged 97 and 100 pounds per acre respectively under similar conditions. These yields, Professor Clothier says, certainly give this new crop an enviable place among the dry-farming crops of the world. He goes on:

"The plant is entirely different from the common cultivated varieties of beans. The chief differences appearing to the layman are a small wiry vine and long narrow leaflets. The botanist finds other differences which need not be discust here. . . . .

"The plant grows wild in mountain valleys and cañons of southern Arizona and northern Mexico, and was no doubt domesticated by the Indians in prehistoric times."

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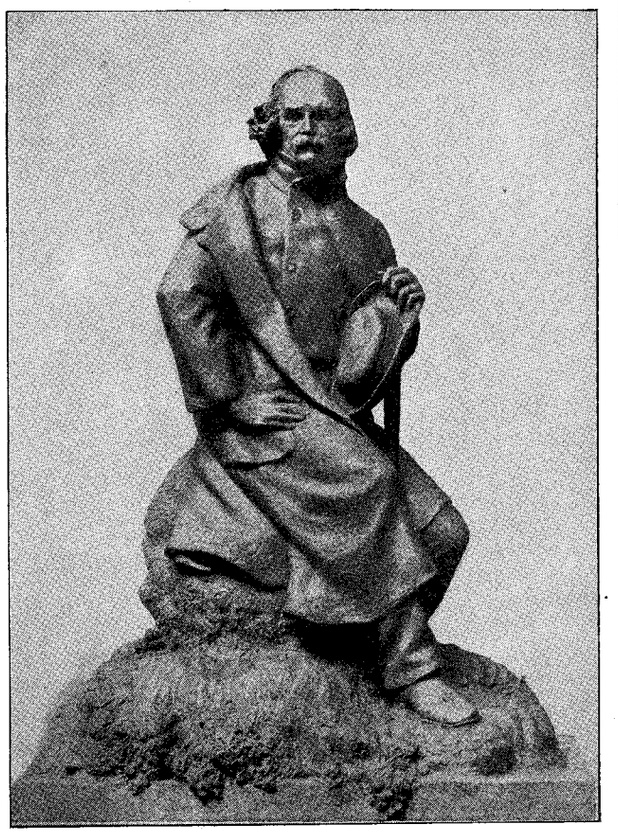
BELATED HONORS TO HAWTHORNE IN SALEM

TO BE TOLD that Salem is at last determined to raise a memorial to Nathaniel Hawthorne is to raise the query why it was not done long ago. It is more than a century since he was born in the historic Massachusetts city and over a half century since his death. There are five houses still standing that sheltered him at different times of his life, the one on Union street, where he was born, and the one in Herbert, where he lived as a child, being still well preserved. For all that, the casual Salemite would very likely be unable to direct a stranger to any of these places. Salem does not preserve its literary shrines; at least, it will regard no spot associated with Hawthorne as hallowed, we learn from Mr. Winfield S. Nevins, who uncovers (in the Boston *Transcript*) the reasons for a long-standing and deep-seated resentment that Salem bears for the man who has made it illustrious. If we take the Salem point of view, we shall have to look upon him rather as one who "slandered" some of its best citizens as well as the place itself, and the rebukes of other writers since Hawthorne's day has only, it seems, added fuel to the fire. We read:



HAWTHORNE MEMORIAL FOR SALEM.

Sketch of the statue by Bela L. Pratt, that Salem proposes, even if tardily, to erect in honor of her greatest son.

"Julian Hawthorne and Henry James, Jr., used to write about 'Salem's neglect of Hawthorne,' and their complaint was justified in a way. Salem did neglect Hawthorne; it did not recognize him as a genius until all the rest of the world had done so; its people were never cordial toward him. Even when the literary circles of two continents were ringing with his praises and read his books with delight, Salem looked on coldly, indifferently. Its people did not buy his books nor did they read them. They were not to be found on the bookshelves of its libraries until after they had become familiar to the patrons of nearly every New England village library. The writer remembers well that within twenty-five years he has heard Hawthorne sneered at by educated Salem people, who boasted of never having read his books. A copy of Hawthorne's 'Marble Faun' lies beside the writer now, on the fly-leaf of which, inscribed by a descendant of one of those 'maligned' old Salemites, is this sentiment: 'Presented to my friend —— by the descendant of a man whom Hawthorne blackguarded in his "Scarlet Letter."'

"Even after Hawthorne had been acclaimed a great writer by England and America, Salem society had few open doors for him. As for her press, it never, so long as he lived, gave him a tithe of the attention which many of its sons of far less note have received at the hands of its citizens. I venture to say that he is more read in any other city of the size to-day than in Salem. There is now strong opposition to this proposed tribute to Nathaniel Hawthorne on the part of men of the present generation and on the part of some of the Salem press, based clearly on his 'slanders' of Salem, as they are called.

"The older generation of Salem people think of him as did their ancestors, as merely 'that lazy Nat Hawthorne.' There are men and women living in Salem to-day who knew him in his later years, not of course in his youth, and they retain the prejudice and bias of their ancestors who did know the romancer.

"Mr. Lathrop to some extent, and following him, Mr. James and Julian Hawthorne to a greater degree, underrate very much the Salem society of 1830 to 1850; and equally, it seems to me, overrate the possible openness of its doors. When Mr. James talks about the 'crude and simple society' in which Hawthorne lived, and the 'sloppy, ill-paved streets of a country town where the rare gas-lamps twinkle in the mud-puddles,' he exhibits a lamentable lack of information about one of the oldest and most 'society-favored' cities of the land of his birth in that day. New York and Boston did not boast a more exclusive and high-toned society during the first half of the nineteenth century than this same 'country town' of Salem.

"There was no lack of society. But it does not appear that Nathaniel Hawthorne was ever to any great extent a participant in its gatherings, or that he could be. He did not associate with the ruling class; he was hardly recognized by any of its families; by many of them not at all. To some he was unknown."

Salemites are not blamed too harshly by this writer if they did not seek the society of one who cultivated none of the social graces, and besides turned the keen edge of his intellect against them. He writes:

"The Hawthorne letters which threw most light on some of his individuality of act and thought were once in the possession of a gentleman in Salem whose ancestor was judicially associated with Hawthorne's noted progenitor. Where they are to-day I do not know. Hawthorne's own son-in-law, George Parsons Lathrop, has shown in his 'Study of Hawthorne' that the Salem writer loved to read the 'Newgate Calendar' even when quite a boy, to the great horror of his family. Lathrop thinks that this work must have supplied him the most weighty suggestions for those 'deep ponderings on sin and crime which almost from the first tinged the pellucid current of his imagination.' At the same time he was deeply interested in the works of Rousseau. Hawthorne was much like other mortals, and had their weaknesses and their vices; he was no saint, as some of his admirers fancy. At college he was fined for playing cards, and wrote his mother that he told the president of the institution that he played for 'fifty cents, altho it happened to be a quart of wine.' He excused the falsehood on the ground that 'the wine cost fifty cents.' The real reason for this appears to have been that the penalty for drinking wine was more severe than that for card-playing. He frankly confest in a letter to his sister that he was not 'led away by the wicked ones,' but was perfectly willing to play.

"Nathaniel Hawthorne would have been no particular addition to any social gathering. He disliked to go into a large or mixt company. He was painfully embarrassed and reserved, more like an inexperienced maiden than a full-grown man. With two or three boon companions, he appears to have been most genial, lively, and entertaining company. Lathrop says he could seldom talk freely with more than two or three. George

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William Curtis, writing of an evening at Emerson's, speaks of Hawthorne, 'sitting silent as a shadow.' 'No appeal was made to him, nobody looked after him.' He records that this silent man hardly spoke during the evening. One of his biographers tells us that on an occasion, when he was obliged to make some calls, he had previously asked his hostess, in assumed terror, what he should talk about, and she advised 'climate.' Accordingly, he 'turned to the naval officer whom he was calling upon and asked him if he had ever been in the Sandwich Islands—a question so singular as to startle the host.' The presence of such a manner and disposition would hardly be much sought, even in a grade below the highest social circles of a 'country town,' much less by the aristocratic and exclusive set which reigned on Chestnut street and Essex street in those days."

After "The Scarlet Letter" was published Hawthorne found he had made plenty of enemies in Salem. Families imagined they or their ancestors had been held up to ridicule. Besides that—

"In Hawthorne's day, there was a political intolerance which ran high. Hawthorne was a Democrat of pronounced type, altho rarely a participant in politics, certainly not an 'offensive partizan,' as the term has been understood in later years, until he wrote a biography of his old college chum, Franklin Pierce. The Whigs were unwilling that he should remain in the custom-house, and had him ousted after pledging themselves not to permit it. It was about this time that he wrote:

"'As to the Salem people, I really thought I had been exceedingly good-natured in my treatment of them. They certainly do not deserve good usage at my hands, after permitting me to be deliberately lied down, not merely once, but at two separate attacks, and on two false indictments, without hardly a voice being raised in my behalf.'

"The straight truth is, that Hawthorne did not 'know' Salem, altho he was born and bred there. He had not crossed the line which divides the social sheep from the goats in that town, a line which was drawn in the days of John Endicott and has never been relaxed to this day. Neither blood, nor ancestry, nor wealth, nor learning will always lower the barrier. Neither are these, nor any of them, absolutely essential in all cases to admittance within that 'charmed circle.' The law which governs is extremely uncertain. It is best described as 'the law of notion.' Even marrying into a good family does not always avail.

"The 'blood of the first settlers' coursed in Hawthorne's veins; there was no taint on his ancestry, save that John Hathorne was one of the judges who helped try the witches in 1620, and Salem people rather approved of his acts then, and some of them are chary about condemning the judge now. As late as 1796, another John Hathorne was a member of the School Committee of the town, which was quite a dignity then. This was only eight years before the birth of Nathaniel. At any rate, the family had not dropt out of public life and public notice. But all these things did not appear to help to social recognition Nathaniel Hawthorne, the writer of stories and sketches, and soon after the appearance of 'The Scarlet Letter' he moved away to return no more to dwell in Salem. . . . . .

"It may surprize outsiders to know that there are those in Salem to-day who do not approve this scheme to raise money and erect a monument to his memory; that there are those who strongly dissent from the suggestion that this statue be placed in the new square to be made in front of the railway station, because they do not believe in making a memorial to Hawthorne the most prominent public monument of the city. If they had their way there would be no statue to him, as there is none to the witchcraft victims, nor to the persecuted Quakers."

The directors having the memorial in charge have selected an honorary committee, "representative of the interest of the world of letters in the fame of Hawthorne," to assist by their endorsement and influence in the attainment of their object. Many names prominent in English and American letters appear in the list, but not the name of Henry James. The sculptor thus indicates his purpose in his design:

"In designing the portrait figure of Nathaniel Hawthorne I have kept in mind the great genius isolated by conditions and his own brooding spirit from those about him. It was his habit when in Salem to walk alone by the sea and to sit for hours looking across the water. It is thus that I have chosen to portray him, sitting on the rocks by the sea, as shown in the small sketch. The architectural surroundings will be in harmony with this idea."

FIGHTING FOR OPERA IN ENGLISH

MR. HAMMERSTEIN proposes to open still another chapter of operatic history by giving a season of opera in English. This, it seems, will be confined to New York; the far-flung "chain" of houses, so widely advertised, being suspended, for the time being at least. But this new enterprise is attended with difficulties and legal restrictions that even the resourceful Oscar must find onerous. His contract made with the Metropolitan when he sold them his New York and Philadelphia properties removed him from competition in the operatic field for a period not yet expired. He recently asked the Metropolitan Company to release him from the restriction and their answer was "No." Mr. Hammerstein usually finds a way out of difficulties, and we read that he "has authorized *The New York Review* to announce that English grand opera will be given here, as he has planned, and that he will give his services as impresario to the enterprise free of all charge." His attitude is this:

"There is nothing in my agreement with the Metropolitan which prohibits me from assisting in founding an English grand-opera company in this city if I am not personally interested in a financial way in the company, and I shall have no such personal financial interest.

"What I am going to do will be done because I feel in duty bound to the public to give my services to such a cause. I am convinced that the public wants English grand opera, and I am going to help all I can to give them what they want."

More than this, Mr. Hammerstein announces his intention of bringing suit against the Metropolitan directors to secure his release. In refusing Mr. Hammerstein's request the Metropolitan directors give out these reasons for their act:

"The purpose of the directors of the Metropolitan Opera Company is to do all in their power to advance the cause of grand opera in New York. The entire income of the enterprise and several hundred thousand dollars in addition have been devoted to this cause. The Metropolitan does not claim the exclusive possession of the grand-opera field, but the directors can not fail to recognize that New York demands, and should have, the best grand opera, and that, in view of the enormous expense involved in giving the best grand opera under existing conditions, the city can not at the present time adequately support more than one opera house for grand opera.

"When grand opera was being given both at the Metropolitan and at the Manhattan Opera House, New York was offered more opera than it could support, with the result that both Mr. Hammerstein and the Metropolitan Opera Company lost money. Accordingly, when three years ago the Metropolitan Opera Company decided to join Mr. Stotesbury and his associates in the purchase of Mr. Hammerstein's Philadelphia Opera House and his scenery, costumes, and other equipment, with a view to organizing a company which would give grand opera in Chicago and Philadelphia, it was made part of the arrangement that Mr. Hammerstein should agree not to reenter the grand-opera field in New York for a period of ten years, because it was manifest that his reentrance would mean a repetition of the previous losses to all concerned. Mr. Hammerstein recognized the fairness of this position in the public statement which he made at the time, in which he said:

"'As a result of four years' experience Mr. Hammerstein finds that the production of opera, on the scale on which it has been his ambition to produce it, has become increasingly difficult year by year. The exactions of the artists, musicians, and others brought about by the rivalry between the two opera houses have grown almost beyond control and have been the occasion of such advancing prices that, notwithstanding the generous patronage accorded by the public and the liberal prices which have been willingly paid, each of the houses has been face to face with a deficiency.

"'Mr. Hammerstein is satisfied that it is in the interest of the opera-going public that these exactions shall be kept within bounds unless we are to be deprived of opera, and that the only way to accomplish that purpose is to have one opera-house instead of two. As the Metropolitan Company has what amounts

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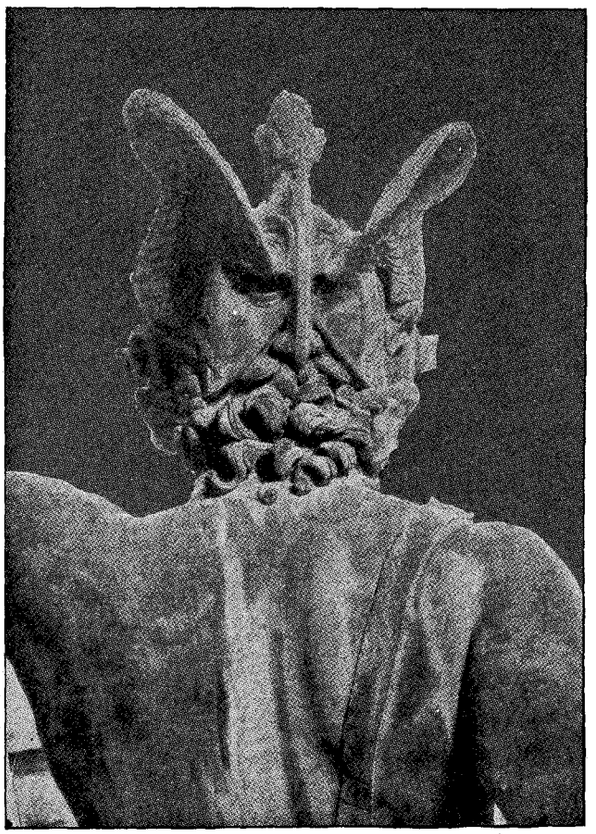
to a subsidy through its stockholders, it can perhaps better fulfil the public need.'"

The directors continue with an expression of the "hope that the time is not far distant when grand opera can be given in English, either at the Metropolitan or by some other enterprise adequately equipped for the purpose." They add:

"Indeed, for some months negotiations have been in progress looking toward the production of grand opera in English at the



CELLINI'S FACE.

Recently detected by an antiquary of Orvietto carved on the back of the helmet worn by "Perseus" in the Piazza della Signoria.

Metropolitan on a basis which would avoid conflict with the present season of opera in Italian, French, and German. But the directors are convinced that at the present time the public would not adequately support both the Metropolitan company and such an enterprise as Mr. Hammerstein has in view.

"Even with its enormous success of last year, the Metropolitan company made practically no profit, and better financial results are not expected for the current year. Accordingly, any considerable diversion of .patronage to another opera house would inevitably mean corresponding losses to the Metropolitan Opera Company, and that would in time entail a reduction in expenses and in the scale of the production. The directors, therefore, feel that for the present the cause which they have at heart can best be promoted by not granting Mr. Hammerstein's request."

This action has not escaped unfavorable comment by the press, especially by *The Evening Mail*, which has printed dozens of letters from people favoring Mr. Hammerstein's proposal. Mr. Hammerstein states in that journal his side of the case, and mentions the concurrent favorable testimony of well-known people:

"The views of such men as A. Augustus Healy, president of the Brooklyn Institute of Arts and Sciences; Canon William Sheafe Chase; Henry A. Leipziger, supervisor of lectures; Park Commissioner Charles B. Stover; Henry Clews, the banker; Victor Herbert and Walter Damrosch, composers; Frederick C. Howe, director of the People's Institute; Julian Hoppe, director of the Wage Earners' Theater League; Public Service Chairman William R. Willcox; Amato and Maurel, the singers, and the dozens of other representative citizens whose favorable opinions were recorded by *The Evening Mail*, would satisfy any one that the public demands the production of opera in English in New York.

"I was particularly interested in the general appreciation of the advantages of the development of native singing talent by the establishment of English opera and by the advancement of musical culture which, it is believed, will result from the production of opera in English.

"The popular campaign proved that the people of New York believe the English language was ample to give the highest interpretation of dramatic character in the lyric drama, and that the people will liberally support an enterprise which offers the presentation of opera in the native tongue.

"The 'No' of the Metropolitan board, the directors will find, will not prevent the giving of English opera in New York. They have no monopoly of opera. I merely asked their consent as a matter of courtesy. I wanted to avoid any suggestion that I was attempting to break my contract."

The Evening Mail in its editorial columns declares that the Metropolitan directors "fail utterly to sense the opinion and desires of the people of this city in their denial of Oscar Hammerstein's request for a modification of his contract with them;" going on:

"We are not familiar with the terms of the contract, and it may be that the Metropolitan directors are within their legal rights in insisting upon this pound of flesh; but we are quite sure that in every other respect, particularly in view of their protestations of a love for music and its enjoyment by the people, their action is far out of line with public expectation.

"This city demands and is entitled to a proper presentation of opera sung in English by an organization that uses no other tongue. It demands an English opera company, giving adequate representations at a price that is possible for more people than the Metropolitan scale of prices.

"The directors of the Metropolitan fail utterly in their duty to the community, and make vain their boast that their enterprise is a public benefaction, when they refuse Mr. Hammerstein the opportunity he seeks."

WHITMAN'S SIEGE OF EUROPE

EUROPE, we are told, is showing signs of accepting Whitman as an alternate for Nietzsche, which is to mean accepting the universe instead of the superman. In the little Chicago magazine called *Poetry* (December) is printed the assertion of Mr. Paul Scott Mowrer, written from Paris, that Walt Whitman "is to-day a greater influence with the young writers of the Continent than with our own." The force of his influence may be measured by the further statement that "not since France discovered Poe has literary Europe been so moved by anything American." The poems of Whitman were partly translated into French in the nineties, but it seems that the effect of Leon Bazalgette's translation of "Leaves of Grass" in 1908 is sufficient to warrant the assertion that "'Whitmanism' is rapidly to supersede 'Nietzscheism' as the dominant factor in modern thought." France, we are told, has set up "a school of followers of the Whitman philosophy and style" as "an almost immediate consequence" of Bazalgette's book. Mr. Mowrer writes:

"Such of the leading reviews as sympathize at all with the strong 'young' movement to break the shackles of classicism which have so long bound French prosody to the heroic couplet, the sonnet, and the Alexandrine, are publishing not only articles on 'Whitmanism' as a movement, but numbers of poems in the new flexible chanting rhythms. In this regard *La Nouvelle Revue Francaise*, *La Renaissance Contemporaine*, and *L'Effort Libre* have been preeminently hospitable.

"The new poems are not so much imitations of Whitman as inspirations from him. Those who have achieved most success in the mode thus far are perhaps Georges Duhamel, a leader of the 'Jeunes,' whose plays are at present attracting national notice; André Spire, who writes with something of the apos-

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tolic fervor of his Jewish ancestry; Henri Franck, who died recently, shortly after the publication of his volume 'La Danse Devant l'Arche'; Charles Vildrac, with 'Le Livre d'Amour'; Philéas Lebesgue, the appearance in collected form of whose 'Les Servitudes' is awaited with keen interest; and finally, Jean Richard Bloch, editor of *L'Effort Libre*, whose prose, for example in his book of tales entitled 'Levy,' is said to be directly rooted in Whitmanism.

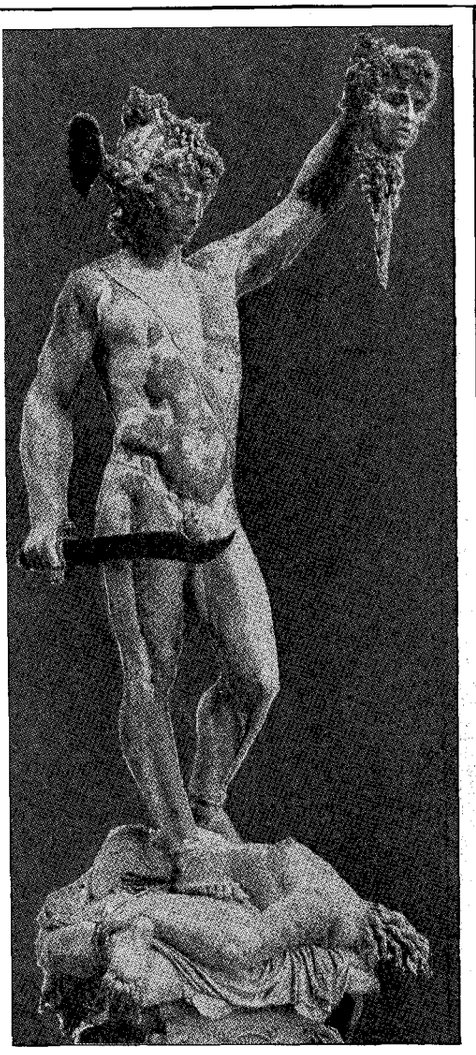
"In Germany, too, the rolling intonations of the singer of democracy have awakened echoes. The *Moderne Weltdichtung* has announced itself, with Whitman as guide, and such apostles as Wilhelm Schmidtbonn, in 'Lobegesang des Lebens,' and Ernst Lissauer in 'Der Acker' and 'Der Strom.'

"What is it about Whitman that Europe finds so inspiriting? First, his acceptance of the universe as he found it, his magnificently shouted comradeship with all nature and all men. Such a doctrine makes an instant tho hardly logical appeal in nations where Socialism is the political order of the day. And next, his disregard of literary tradition. Out of books more books, and out of them still more, with the fecundity of generations. But in this process of literary propagation thought, unfortunately, instead of arising like a child ever fresh and vigorous as in the beginning, grows more and more attenuated, paler, more sickly. The acclaim of Whitman is nothing less than the inevitable revolt against the modern flood of book-inspired books. Write from nature directly, from the people directly, from the political meeting, and the hay-field, and the factory—that is what the august American seems to his young disciples across the seas to be crying to them.

"Perhaps it is because America already holds as commonplaces these fundamentals seeming so new to Europe that the Whitman schools have sprung up stronger on the eastern side of the Atlantic than on the western."

The writer in *Poetry* who incorporates Mr. Mowrer's words, quotes Whitman's phrase to describe his own case. It is a "perfect return," such as the case of Poe furnished. "We have denied Poe, we do not give him his full meed of appreciation even today, and yet we accept him through the disciples who have followed or have assimilated his tradition." "The influence of Poe upon Baudelaire, Verlaine, and Mallarmé, and through them upon English poets, and then through these last upon Americans, comes back to us in this roundabout and indirect way." Must we always accept American genius in this circuitous fashion? asks the writer in *Poetry*. "Have we no true perspective that we applaud mediocrity at home and look abroad for genius, only to find that it is of American origin?" This writer feels that "the hidebound, antiquated conception of English prosody is responsible for a great deal of dead timber" in our own poetical output, and of course for the slow acceptance of the example of Whitman. We read:

"It would be a valuable lesson, if only we could learn to turn the international eye, in private, upon ourselves. If the American poet can learn to be less parochial, to apply the intellectual whip, to visualize his art, to separate it, and see it apart from himself; we may learn then to appreciate the great poet when he is 'in our midst' and not wait for the approval of English or French critics."



CELLINI'S "PERSEUS,"

Which has borne for four hundred years undiscovered a portrait signature of the famous Florentine sculptor who wrought it for Cosimo di Medici.

CELLINI'S FACE?

WHO WAS THE SCULPTOR in the well-known tale who carved his own name on the work of his hand but was obliged to cover the signature and place there the name of his patron? Time brought about his justification, for the covering was of perishable plaster and the weather wore it away, revealing to posterity the name of the true artist. No one would have selected Benvenuto Cellini to be up to such a trick, yet this is the most plausible explanation for the fact that no one ever noticed how he had signed, not his name but his face, upon the famous statue of "Perseus" that stands on the Piazza della Signoria in Florence. Four hundred years have passed since the statue was erected, and no one during that time is known to have observed the fact that the back of the helmet on the head of "Perseus" is shaped in the form of a face resembling that of Cellini. But only the other day Annibale Benedetti, described as "an obscure antiquary of Orvietto," has suddenly achieved fame by pointing out the resemblance between the face on the helmet and Cellini's, and the discovery has aroused great interest throughout Italy. Of course the Italian guides have noticed the face, but they have never attached any importance to it. *The Sphere* (London) reproduces the face and makes this comment:

"The state archives of Florence, as far as is known, contain no reference to its existence, and mystery envelops this important detail of what Benvenuto Cellini designed to be the masterpiece of his life and which was to prove to 'that great brute of a Bandenello,' as the maestro called him, and his other numerous rivals and enemies that not alone was he supreme in the goldsmith's craft but a sculptor of genius as well.

"It is interesting to note that Plon's great work on Benvenuto Cellini does not make any reference to the curious portrait at the back of the 'Perseus' head. Plon's work is, of course, extremely exhaustive in character, as it deals not only with the life of the sculptor, but also gives a detailed description of Cellini's masterpiece, but one fails to find a single word commenting on the hidden likeness.

"The figure of 'Perseus' was modeled by Cellini at the command of Cosimo di Medici, who, it is supposed, desired to symbolize the violent end of the Republic of Florence, but the duke and his duchess, Eleanora di Toledo, gave him so many other commissions for jewelry and goldcraft that it took him nine years to complete. In his memoirs Benvenuto Cellini refers at considerable length to the modeling and casting of this immortal work, and the fact that he makes no reference to the portrait is the most perplexing detail in this interesting discovery.

"Cellini was by nature a boaster, and it appears incredible at first that he should not have left some record as to the identity of his own portrait, as it was not uncommon at that time for sculptors and artists to represent themselves in what they deemed their greatest creations, but the explanation considered most plausible is that Cosimo di Medici, ever jealous of any honor not paid to his own grandeur, would never have permitted the sculptor to thus immortalize himself. For this reason Benvenuto Cellini thought it wisest to preserve silence on the subject."

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RELIGION AND SOCIAL SERVICE

ISOLATING THE BLOND ESKIMO

MR. WILHJALMUR STEFANSSON, who knows more about the blond Eskimo than any of us, is quoted as wishing that these people might be saved from missionaries. And not missionaries alone, but whalers, fur traders, and even ethnologists like himself, for with the coming of the white man is the accompanying messenger of death. The explorer

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SHALL WE SEND THEM MISSIONARIES?

Civilization can not offer benefits in excess of evils to this race, says the explorer Stefansson, so he prays they be spared visitors, whether whalers, ethnologists, fur traders, or missionaries.

believes that the speedy extermination of the natives would follow contact with our civilization, and he bases his judgment upon the fact that the Arctic tribes have invariably decreased with great swiftness as soon as they adopted our customs. "With civilization," Mr. Stefansson points out, "the Eskimo change their nomadic mode of life, and in emulation of the white man settle down in houses and live in one place. This is fatal to them. As nomads there is some limit on the unsanitary conditions of their dwellings, but whenever they settle down permanently, conditions become unspeakable and tuberculosis is one of the inevitable results." Measles and smallpox take most of those who escape consumption. Nor is disease the only evil which the explorer regards as a danger. "The coming of missionaries," he said, "means charity, and charity means the pauperization of the natives."

So much has been printed about the explorer's statements that the impression has crept in that he has said the Eskimo has no religion. This is emphatically denied, and followed by the assertion that the Eskimo has a very complex religious system. There is no supreme deity, we are told, but countless spirits—spirits of the woods, of shore and river, who are consulted and propitiated before even the simplest undertaking is begun. Mr. Stefansson's statements have appeared to many as an arraignment of civilization and especially of its religious aspects. The Philadelphia *Ledger* modifies this general statement:

"The indictment is not against religion, nor against the self-sacrifice of toiling evangelists, but against what comes in the train and in the name of religion. As rum and the Bible have traveled to the South Sea isles in the same hold, so commercial greed has used the gospel and the trader has made pioneer missions his entering wedge. There is reason in Stefansson's contention."

The Detroit *Free Press* also particularizes:

"Stefansson's opposition to the missionaries is not opposition to religion, tho it must be confest he does not show himself enthusiastic over the spread of the Christian faith. But he maintains that missionaries would speedily wean the White Eskimo away from the habits in which they have hitherto lived happily. . . . This is not the attitude ordinarily taken by those who discourse of the dangers that civilization brings to savage tribes. It is more usual to hold up the explorer, the merchant, and the adventurer as the germ-carrier, and the missionary as the physical as well as the spiritual savior. But because Mr. Stefansson's viewpoint may be unusual it ought not to be cast aside as of no importance. His warning of the danger to the White Eskimo from contact even with the best influences of civilization ought to have weight with any missionaries who may feel called upon to go into the frozen North in spite of his warning and his plea of hands off. In the past, missionaries in many places have too much insisted upon changes in harmless customs. In preaching Christianity they have often preached with it the necessity for adopting their national or family ideas of comfort and housing. Civilization is not one of the essential Christian virtues, and the road to salvation can be traveled in a snow hut as well as in a wooden house. . . . In spite of our boasted altruism and high morality and humanitarianism, there is a great deal of heartlessness in our attitude toward weaker peoples, and we have no reason to assume that the White Eskimo will meet a happier fate than the rubber gatherers of Central Africa and South America."

Both the Boston *Transcript* and the Montreal *Witness* are among the fervid opponents of Mr. Stefansson's recent suggestion that "perhaps a newspaper campaign might do something toward protecting these 'new' people from our food, clothes, houses, and diseases." *The Transcript* says:

"This is one of the most extraordinary paradoxical propositions which could be advanced—this idea of using perhaps the most highly articulated machine of civilization, the press, to prevent the spread of civilization and so directly to preach that civilization is not, after all, the noble fruit of man's achievement which the majority of us are taught to believe. In other words, savagery is health and vigor; civilization, with all its blessings, means decay. Coming from a former student in the Harvard Divinity School, this conclusion is indeed astonishing. . . . It all sounds like one of Bernard Shaw's libels on society. Stefansson bluntly prophesies that 'the reaping of commercial profits' will be the downfall of the blond Eskimo just as in the Shavian philosophy it will be the downfall of England and the United States. . . . Dr. Stefansson has evidently shut his vision to the idea that commerce is the great binding tie between nations, and that organized religion, following the flag in the broad wake of commerce, cements the bond and is supposed to make it endurable and good as between man and man. Doubtless when Dr. Stefansson has accustomed himself a little more to our civilized ways of living he will withdraw his propaganda, whose

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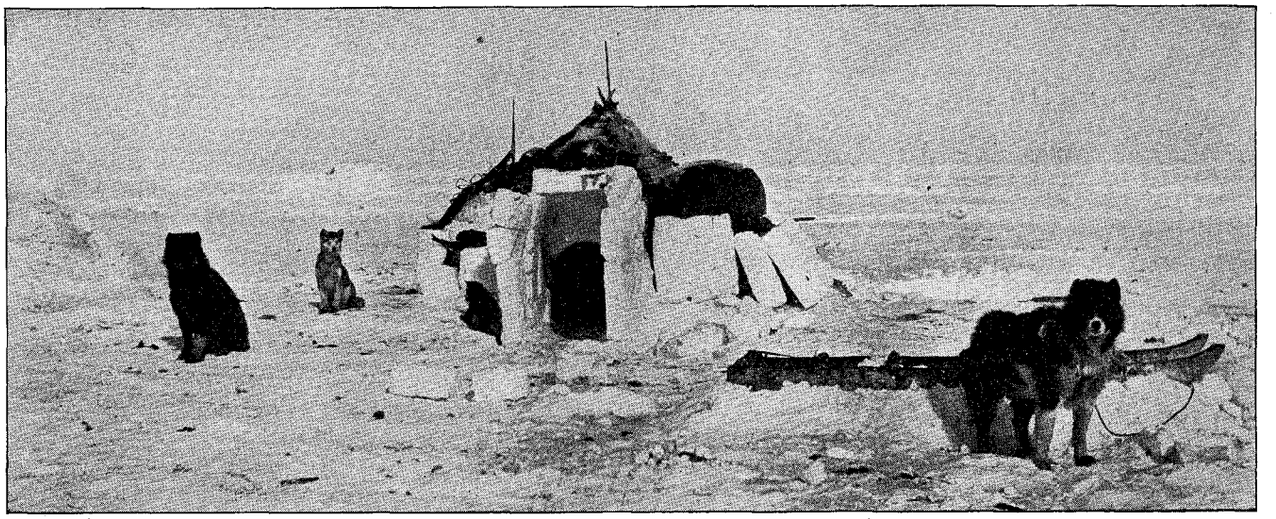

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A SCANT FIELD FOR THE MISSIONARY

Stefansson believes the missionary would speedily wean the White Eskimo from habits that have brought him happiness and health.

missionary object is to leave in heathen blindness the latest group of human beings to be discovered."

To this Mr. Stefansson himself replies in a letter to the same paper, in which we find him confessing:

"I am a great admirer of Shaw's, and I do not, therefore, resent your comparison violently, altho your point evidently is that my contentions are more striking in sound than susceptible of proof. . . . That the bringing of civilization to previously isolated peoples means bringing them disease, degeneration, and death is not so much easily provable as axiomatic; the facts are well known to all ethnologists, all students of the history of such countries as North America and the Pacific Islands, and all sanitarians. In medicine and biology the theory that explains the facts is known as the 'Theory of Evolution Against Disease.' . . . Does it seem essentially incongruous to Bostonians that a former student of a Boston divinity school should try to call public attention to the fact that the same mission ships which are to carry to these Eskimo a religion of Semitic origin will also carry to them diseases with Latin names, without which 'refinements of the great centers of this civilization' he found them living content and prospering only a few years ago? He is not saying that mission ships should not be sent; he is saying that those who send mission ships should realize fully what they are doing."

A SERMON BY J. P. MORGAN

THE VALUE OF CHARACTER as a business asset was the subject of part of Mr. J. Pierpont Morgan's testimony before the Money Trust investigators in Washington a few days ago, as reported in the press. Mr. Morgan's critics have often shown a disposition to pick flaws in his character, but we have never noticed any tendency to impugn his ability to size up business assets. The subject came up during a discussion of the relation between money and credit. "Is not credit based upon money?" asked the commission's attorney. "No, sir," replied Mr. Morgan. "It has no relation?" "No, sir." Then came this enlightening colloquy:

Q. "So the banks of New York City would have the same credit and, if you owned them, would have the same control of credit as if you had the money?"

A. "I know lots of men, business men, too, who can borrow any amount, whose credit is unquestioned."

Q. "Is that not because it is believed they have the money back of them?"

A. "No, sir. It is because people believe in the man."

Q. "And it is regardless of whether he has any financial backing at all?"

A. "It is, very often."

Q. "And he might not be worth anything?"

A. "He might not have anything. I have known a man come into my office and I have given him a check for a million dollars, and I knew that he had not a cent in the world."

Q. "There are not many of them?"

A. "Yes, a good many."

Q. "That is not business?"

A. "Yes, unfortunately, it is. I do not think it good business, tho."

Q. "Commercial credits are based upon the possession of money or property?"

A. "No, sir; the first thing is character."

Q. "Before money or property?"

A. "Before money or anything else. Money can not buy it."

Q. "So that a man with character, without anything at all behind it, can get all the credit he wants, and a man with the property can not get it?"

A. "That is very often the case."

Q. "But that is the rule of business?"

A. "That is the rule of business, sir."

Q. "If that is the rule of business, Mr. Morgan, why do the banks demand, the first thing they ask, a statement of what the man has got before they extend him credit?"

A. "That is a question which they go into, but the first thing they ask is, 'I want to see your record.'"

Q. "Yes, and if his record is a blank, the next thing is how much he has got?"

A. "People do not care, then."

Q. "For instance, if he has got Government bonds or railroad bonds and goes in to get credit he gets it and on the security of those bonds, does he not?"

A. "Yes."

Q. "He does not get it on the face of his character, does he?"

A. "Yes, he gets it on his character."

Q. "I see; then he might as well take the bonds home, had he not?"

A. "Because a man I do not trust could not get money from me on all the bonds in Christendom."

Q. "That is the rule all over the world?"

A. "I think that is the fundamental basis of business."

English journals have taken great interest in Mr. Morgan's examination, and full reports were cabled to London. Mr. Morgan's statement, that he gave a man a check for $1,000,000 with the knowledge that the recipient had not a cent in the world, because he knew the man's character, is said to have "aroused smiling cynicism" there. The New York *Times* receives by cable this observation of "a leading stockbroker":

"A millionaire like J. Pierpont Morgan can afford to make experiments in character, but the best of characters is not much use in the City when it comes to credit. A reputation for straight

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dealing is a valuable asset for any man, but in addition to reputation he must be in a position to carry out his bargains.

"In the City a business man gets his character from his banker. You must know a man very intimately before you can estimate his character. But you soon learn to gage the value of his credit. The man who goes about the city seeking credit solely on the strength of a good character will find this a hard, cold, and doubting world."

LYMAN ABBOTT'S IDEA OF THE CHURCH

THE EXTREME VIEWS for and against the church all go too far, thinks one man who stands within the circle and finds it as an institution human as well as divine. Dr. Lyman Abbott has been fifty years a minister, and for the last twelve of them has had a parish nearly as wide as this land. He gave up the pulpit in Plymouth Church in 1898, but tells us in *The Ladies' Home Journal* (January) that he has since preached almost every Sunday during eight months of the year in various churches and college chapels in different parts of the United States. "I have found church members to be men and women much like myself," he says in general analysis, "and I joined them because I wanted their help and because I thought I could render some help to them in a common effort to make life worth living." He does not hesitate to say that his fifty years "has confirmed neither the extravagant demands which are sometimes made for the church, nor the no less extravagant criticisms which are sometimes made upon it." He writes further:

"I do not remember that I have met in the church a *Pecksniff;* but I have found some unconscious hypocrites who put their religion on with their Sunday clothes, and who never learned that religion had any direct connection with daily life. I have not found the church a company of saints waiting for their ascension robes; but neither have I found them a company of smug, self-satisfied individuals who came to service on Sunday to thank God that they were not as other men are. I have been more apt to find them too self-accusing and too discouraged and disheartened. I have found them like other men and women: vain, proud, selfish, egotistical, ambitious, covetous, quick-tempered, but with this important difference—they were not satisfied to remain so, and had leagued themselves together to help each other to be better men and women, and to help the world to become a better world."

Dr. Abbott is not among those who believe the minister is so coerced by the pew that he does not feel free to speak his honest conviction:

"That there are preachers who are echoes of the pews I do not doubt; but I am inclined to believe that any minister who is a slave to his vestry, his presbytery, or his congregation does not greatly desire to be free.

"Having been a lawyer, an editor, a lyceum lecturer, and a preacher, I do not hesitate to affirm that the pulpit is the freest platform in America. The lawyer must consider the prejudices of his client, the editor the opinions of his readers, the statesman the convictions of his constituents, the preacher the beliefs of his congregation. But neither need be an echo. Neither will succeed if he is merely an echo.

"American congregations and churches and American audiences everywhere want a leader. I have preached the doctrine of human liberty during the Civil War in a city in which, on a day for fasting and prayer called for by the National Executive, every national sin except slavery was mentioned by the speakers. I have preached to a Unitarian congregation, telling them why I believed in the Trinity; to a Universalist congregation, telling them why I was not a Universalist; to a congregation largely Jewish, telling them why I was a Christian; to a congregation trained in the school of individualism, telling them why I believed in fraternalism; to more than one audience of employers, telling them why I do not believe in the wages system; and to Southern audiences, telling them what I believe is the duty of the white man to the negro race.

"Whatever my faults of speech may be I do not think I have ever been accused of talking in 'glittering generalities.' My audiences have often differed from me, and some among them have come to me after the service to tell me so. But they have not resented my speech, nor have I ever known a church to attempt to put any limit or hindrance on my speaking."

Churches are "often curst by the spirit of church selfishness and oftener by a spirit of church timidity," yet they may be justly defined as "practical benevolent associations." Further:

"The Church is too often regarded by its members as a refuge from the world, not as a place to prepare for work in the world. The evangelical ministry has sought to bring men to the church door with the question: 'What shall I do to be saved?'—not with the question: 'What can I do to save others?' Nevertheless, looking back upon the history of the Church, or abroad upon its present work, the church is seen as an inspiration to practical helpfulness. The church was the first distributor of charity to the poor; the first builder of hospitals and asylums; the first minister to the sick and suffering; the first founder of schools for the education of the common people.

"And it is so still. It is the church which has sent doctors and teachers to foreign lands; the church which has introduced medicine and surgery into China, India, Africa; the church which has established, first, schools for the primary education of the children, and then colleges for the higher education of adults, in lands where there was either no educational system, as in India, or none which really educated, as in China. It was to the church that the Army looked in the Civil War for the establishment and maintenance of the Christian and Sanitary Commissions; it was to the church that, after great battles, calls were sent for bandages, medicines, nurses, doctors, and delicacies for the hospitals.

"That the world agrees with me in thinking that the churches are springs of practical beneficence is indicated by the fact that the pastor of every town and city church of any considerable size gets every month, often two or three times a month, appeals for help for some practical benevolence or some moral reform.

"That the church has sometimes been laggard in moral reform movements is true, but it is not true, as is sometimes affirmed, that it has been indifferent. Dr. Lyman Beecher's 'Six Sermons on Temperance' were among the causes which brought about the great temperance movement in this country. There was not in the antislavery reform, from any body of lawyers, doctors, merchants, or scientists, any utterance analogous to the petition signed by three thousand clergymen of New England against the Nebraska Bill, allowing the extension of slavery. No single paper published has done so much to call attention to the need of a wisely directed social reform as Pope Leo XIII.'s 'Encyclical on Socialism.' It would be difficult to find in the utterances of any sociological convention or political party a more comprehensive program for social reform than is to be found in the program put forth at different times by the Federation of Churches, and by Methodist, Presbyterian, and Episcopal bodies; probably by others also—I speak only of those I happen to know. One may disagree with these utterances of the various churches, Protestant and Roman Catholic, but they prove that the church has not been as indifferent as its critics affirm."

On the point of the church's dealing with its pastor, Dr. Abbott's testimony is that he has found it generous. "It is true that its business is not always conducted on business principles, nor are its debts always paid promptly; but it is almost always honestly conducted. Defalcation by a church treasurer is almost unknown." Then follows a much debated point:

"It is true that the minister's income is small and his expenses are large. But that is true of most of the families in his congregation. My impression is that he generally receives as large an income as many if not most of his members, and a considerably larger income than some of them.

"I have never made a bargain with a church, whether for a special service or a continuous service. I have taken what the church thought it could afford to give, and if it could not afford to pay enough to cover my reasonable expenses I have earned what was needed in some other way. I accepted the call to Plymouth Church and carried on my work there for four or five months before the trustees decided what salary the church could pay. I have trusted the generosity of the church to provide for its preacher, and I do not recall any instance in which I have had a good reason to criticize the church for its action."

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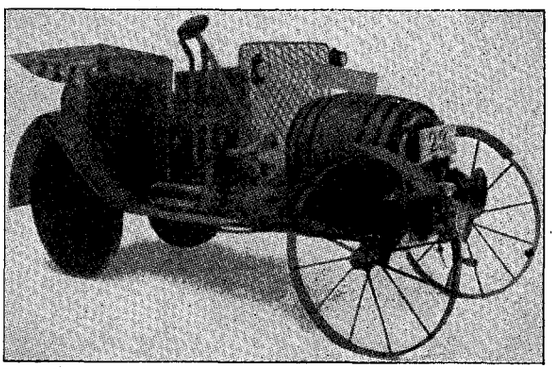
MOTOR-TRIPS AND MOTOR-CARS

KEROSENE IN PLACE OF GASOLINE

EVER SINCE the price of gasoline began to rise there have been at times discussions as to whether a mechanical device could not be produced in which kerosene could be used as a substitute for gasoline. This discussion has become more and more active as the price of gasoline has risen. Rumors of a possible shortage in the gasoline supply, along with the increasing consumption for commercial vehicles, have still further emphasized the need for a device permitting the use of kerosene. *Motor Age* reports that "carbureter enthusiasts in many States are experimenting with embryotic kerosene carbureters and obtaining generally good results." These inventors realize how much success would mean to them, inasmuch as the price of kerosene is eight cents per gallon, while that of gasoline has been as high as twenty-five; moreover, greater mileage could be obtained from kerosene, gallon for gallon, than from gasoline. In its discussion of the subject *Motor Age* further says:



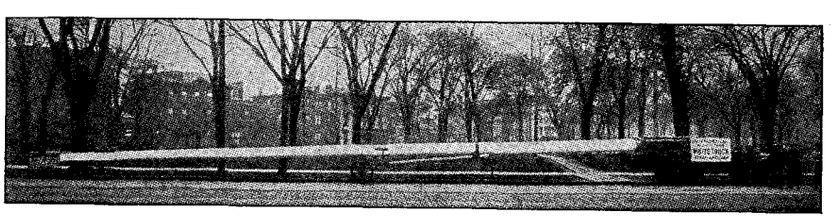
From "Motor World."

CURIOUS SO-CALLED CAR USED FOR A WINDOW DISPLAY IN PARAGOULD, ARK.

This representation of a real automobile was put together by a hardware dealer who used only articles taken from his regular hardware stock. Some 19 or 20 articles were employed. While the car will not run, it has the merit of looking as if it might.

"It is a fairly long step to-day from the grade of gasoline that is being offered to the grade of fuel known as kerosene that is purchased at six or eight cents per gallon. It is best to bridge this gap in one leap or to go slowly, improving the carbureter to meet the gradual increasing of the weight of the gasoline offered. Undoubtedly the latter course is preferable. To the carbureter-maker it means alertness personified. He must not build for to-day; building for to-morrow will not suffice; rather he must sweep his telescopic brain across the vistas of future weeks and months and years, peering into the mists of the future, lifting the veil where possible, and at other times fashioning his course according to the events of the present.

"It is not entirely an undeveloped field. The various agricultural competitions of the past summer, in which gasoline-propelled tractors using kerosene fuels have operated with the utmost success, nearly all of them starting on gasoline and switching onto kerosene after the motor has warmed up. The switching from one fuel to another has been so simplified that it is not any more difficult than switching from a battery to a magneto ignition set. The extra gasoline tank is readily incorporated with the main fuel tank, and a small quantity of fuel is sufficient for many weeks of starting.



TRANSPLANTING A FLAGPOLE ON MOTOR TRUCKS.

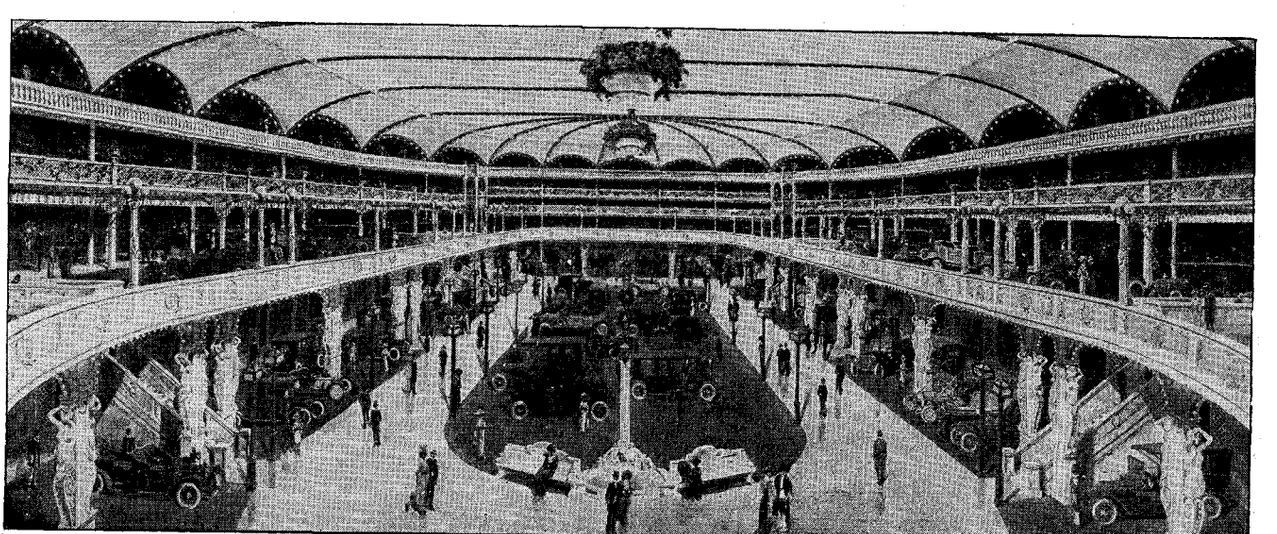
"Carbureters are at present in use by experimenters in America in which the starting gasoline tank is eliminated and the use of gasoline confined to priming the cylinders.

"With such carbureters not more than three minutes are needed to sufficiently warm the motor so as to permit of traveling. If gasoline has to be used for priming purposes, it would seem desirable to use it as a fuel for three or four minutes after starting, so that scarcely any delay, more than that needed with standard gasoline to-day, would be necessary.

"Carbureter engineers are approaching the kerosene fuel problem from different viewpoints, only some of which have come to the public attention to date. There are several who are experimenting with heat, that is, bringing the temperature of the kerosene up to a certain mark before spraying or mixing it with air, the assumption being that the fuel must be vaporized before mingling with the air, otherwise it is considered difficult to get economic consumption. The heat question is one of easy solution, as the exhaust manifold is a source of almost inexhaustible heat, sufficient at all times to give any desired temperature to the fuel.

"While some are experimenting with heat, others are entirely ignoring it and aim to produce a carbureter, which, because of its inherent design, will be capable of handling kerosene in a manner as satisfactory as the carbureter to-day dispenses the gasoline.

"No matter what may be the carbureter solution, one thing is certain, the carbureter-makers, some of them at least, will be equal to any emergency that the fuel situation may demand. With every step in the use of heavier gasoline there has been the general call-to-arms of carbureter brains, with good results; and even if May 1 were to see a general introduction of real kerosene it would find many satisfactory carbureting devices capable of handling it."



THE MADISON SQUARE GARDEN AS PREPARED FOR THE MOTOR-CARS-FOR-PLEASURE SHOW OF JANUARY 11–18.

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LIMOUSINE CARS FOR THE OPERA

Operagoers in New York are becoming more and more familiar with the increasing elimination of horse-drawn vehicles among those fortunate ones who ride privately to and from the Metropolitan Opera House. Indeed, motor-cars for this service promise soon to supersede entirely horse-drawn vehicles. Not alone are they more desirable because of their speed and ease of control, but less space is taken up by them along the line, and hence they make the process of alighting and departing more expeditious. A writer in the New York *Evening Post*, familiar with the nightly scenes at the Opera House, says of the limousine car:

"Its increased use is one of the most significant indications of the spread of considerable wealth in this country. The value of the investment in closed automobiles runs high into the millions, for they generally cost from $2,500 to $7,500, and even more, and their manufacturers can never be sure of having enough cars on hand to meet the demand. People who, while content to utilize motor-cars for country traveling and summer use, once persisted in clinging to their horse-drawn coaches for the opera and the demands of social life in town, are now exceedingly rare, where only a couple of years ago they were fairly numerous.

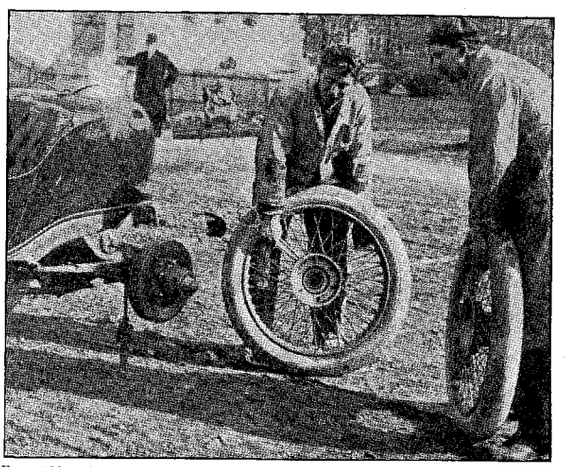
"Any one who stands near the Metropolitan Opera House on an opera night, and watches the procession of splendid vehicles roll silently up to its doors, can not fail to be imprest by this spectacle of pneumatic-tired, high-powered, soft-cushioned motor luxury. Nowhere else in the world can you see such an assemblage of costly private limousines, all the latest word in the automobile designer's art, equipped with every luxury that ingenuity can supply, and as comfortable as private drawing-rooms on wheels.

"The days of the horse-drawn coach at the opera are at an end. The limousine has finally and absolutely supplanted it. Speedier, roomier, more complete in every way, able to get about safely and expeditiously in all kinds of weather, the limousine has become the only vehicle for Society when Society goes visiting in its party raiment. It is heated, draftless, and on its comfortable seats one may find room to sit easily without fear of rumpled clothes. It used to be a luxury, but now, if one has money enough for the additional provisions of life, it is a necessity."

Of the advantages of the limousine car over the horse-drawn vehicle the writer further says:

"Indeed, the modern limousine is about the most comfortable vehicle of any kind in existence. It is a combination of a Pullman drawing-room, the owner's stateroom on a steam yacht, and a luxurious private apartment. It contains everything necessary for comfort, and, it is, needless to say, wind-, cold-, and moisture-proof. Women know that in their limousines they will have sufficient room to spread out their delicate dresses so that the fabrics will not be crusht and rumpled. That is one of the least of the comforts of a limousine which the old-style horse-coach can not share. Five people can be more comfortable in a limousine than two can be in a coach.

"The success of the limousine is not difficult to comprehend. The family which owns an open car, even one provided with the usual storm-cover, finds itself compelled to seek the livery-stable coaches or taxicabs after December 1, for use in the evening or in going to and from functions which require dress. Now, if one can afford it, a limousine is far more comfortable than either of these makeshift arrangements, more comfortable even than one's own horse-drawn coach.



From "Motor"

THE ADVANTAGE OF THE LIGHT WIRE WHEEL WHEN A TIRE "GOES DOWN."

"The well-to-do family that does not own a limousine for town use is the exception to-day. If *pater familias* doesn't want such a car, he can be sure that his wife and daughters do, and sooner or later they will compel him to see his agent and give an order.

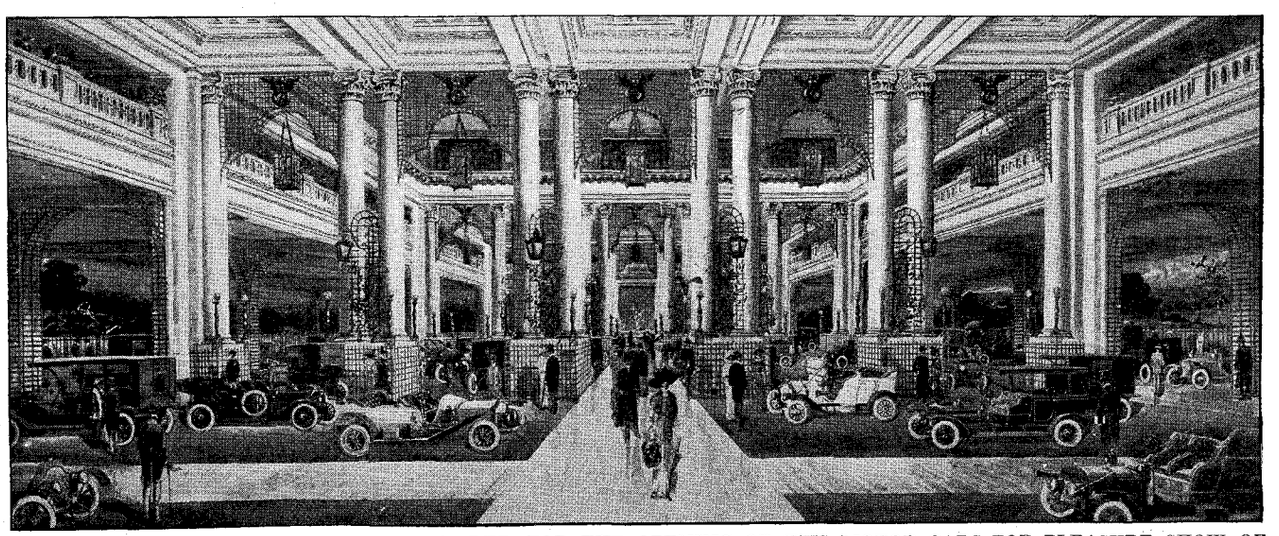
"Most significant of all, perhaps, in the past couple of seasons there has been a marked tendency upon the part of the public which buys the cheaper cars to demand moderately priced limousine, landaulette, and coupé bodies. Limousines at from $2,000 to $3,000 have become a recognized selling factor in the offices of the companies that aim to turn out reliable, cheaply constructed, machinery-built cars for the averagely well-to-do professional or salaried man. Such cars sell extensively all over the country, and command a ready sale even in New York."

Of the use of the limousine in general the writer goes on to say:

"It solves the whole problem of urban, or suburban, transportation. Once inside, with the windows and shades drawn down, the electric foot-warmer turned on, a fragrant bouquet of flowers in the cut-glass holder in the corner, one can sit back in perfect comfort and security, with the knowledge that one's destination will be reached in the shortest possible time, that all spare minutes will be economized, and that throughout the journey, be it long or short, discomfort need not be dreaded. One can pull out the extension-table, which ordinarily folds into a compass so small that its presence is not noticeable, and finding cards in a case, set beside that for *cartes de visite*, may while away the time by a game of bridge, made easy by the smooth progress of the car. Or, if there is overdue correspondence on one's mind, writing-paper, pens, and ink are likewise available.

"Overhead-domed electric lights flood the cosy, luxuriously upholstered compartment with mellow radiance; behind one are two unobtrusive reading lamps, which can be switched on so as to cast exactly the right quantity of illumination over one's shoulder, should one care to sit back against the soft cushions. At hand there is a toilet set, with all the requisites for a last minute sprucing-up, tucked away in the car's side, a hat-rack for male headgear, which is no more necessary in the limousine than in one's sitting-room, an umbrella-rack, with a

(*Continued on page* 28)



THE GRAND CENTRAL PALACE AS PREPARED FOR THE OPENING OF THE MOTOR-CARS-FOR-PLEASURE SHOW OF JANUARY 11-18.

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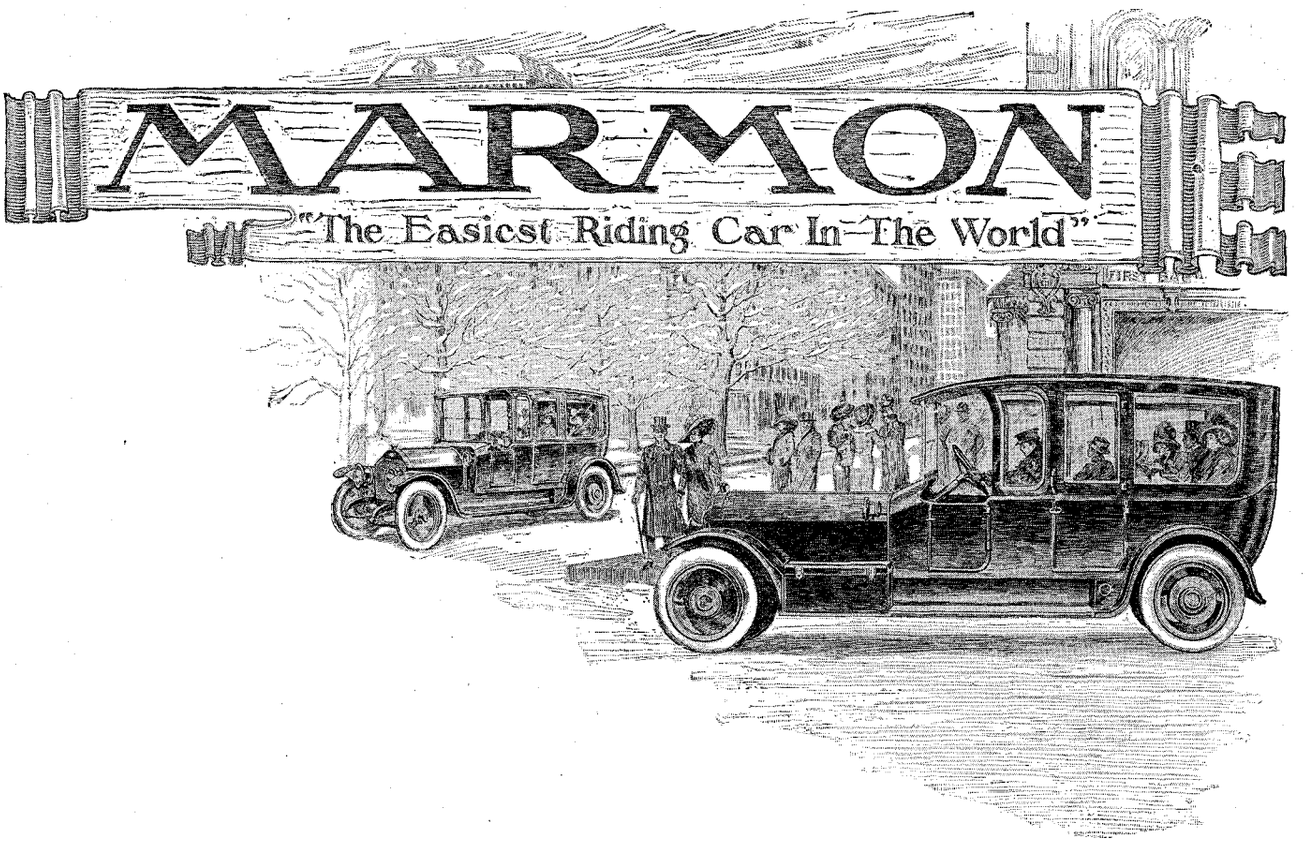

YOU may know, by a glance, of the Marmon's luxury, its beauty, its completeness of appointment, its fitness to be classed first among the best.

You may know its superiority of design, materials and construction by actual records in the hands of owners and the world's greatest contests.

But a new and different sensation, the realization of true Marmon value, grows as you come to own and admire this car for its ability to meet your every requirement with delightful satisfaction.

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Sixty Years of Successful Manufacturing

The Marmon "32"

32-40 h. p., 120-inch wheel-base, dependable electric starting and lighting system, left hand drive, center control, nickel trimmings, with newest body types to meet every requirement and corresponding equipment—$2,850 to $4,100.

The Marmon Six

48-80 h. p., 145-inch wheel base, dependable electric starting and lighting system, left hand drive, center control, nickel trimmings, with body types to meet every requirement and corresponding equipment—$5,000 to $6,350.

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Packer's Tar Soap

(PURE AS THE PINES)

The first essential to healthy, lustrous hair is a clean, well-nourished scalp. This is best secured and maintained by systematic shampooing with Packer's Tar Soap.

Why This Soap Aids Nature

Because it contains pure pine-tar, combined with other hygienic and cleansing agents adapted especially to the needs of the scalp.

Medical authorities advise women to shampoo once a fortnight, men once a week, with Packer's Tar Soap.

The Right Way to Shampoo

Wet the hair with warm water, make a lather of Packer's Tar Soap, and apply to the head. Then work the lather thoroughly over the whole scalp with the finger tips. Rinse thoroughly, using warm water, graduating to cold; then dry.

Send To-day for a Sample

For 10 cents, silver or stamps, we will mail you a sample half-cake of Packer's Tar Soap. Our new manual, "The Hair and Scalp—Their Modern Care and Treatment," sent postpaid on request.

The Packer Mfg. Co.

Suite 84A, 81 Fulton Street, New York

MOTOR-TRIPS AND CARS

(*Continued from page 26*)

self-draining bottom, and a horn through which one may communicate with the chauffeur without any exposure to the air outside.

"What more could be asked? And all this may be had for the proportionately modest sum of $5,000, the same being in exchange not only for the luxuries itemized above, but for a six-cylinder, fifty-four horse-power car, self-starting, and equipped with its own lighting plant, and all the stock requirements for actual service. Or, if one prefers, one may get substantially the same kind of car, only somewhat less expensively built and with a less powerful motor, for $3,750 to $4,000 and $4,500.

"One thing a limousine designer has to steer clear of is too close resemblance to a delivery-wagon or van. Strange to say, there are a number of limousines on the market which present a singularly ungainly appearance, and they seem to sell, too. But since the automobile manufacturers improved the personnel of their body-building staffs, stealing some of the best coach-builders left in the country, their products have been bettered considerably. The art of proportionate lines and graceful models is now understood as thoroughly in this country as abroad.

"In the neighborhood of New York, with its belt of splendid country places within a radius of fifteen to fifty miles, there are many people who never altogether settle down in town. They spend as much of the week as they can in the country, often coming in to the theater and early entertainments by limousine and going home the same way. Then if they stay in town, they use the low-powered closed car for traveling about the streets, work for which it is eminently well fitted. In fact, it can't be beaten for use in going to the opera, making calls or shopping work. Smooth-riding, easily controlled, capable of rapidly speeding up in thick traffic, it is the ideal car for city use and as such has met with deserved success.

"In all kinds of weather, these cars are efficient, safe, and comfortable. When winter has the city in its grip, and city streets, as well as country roads, are covered with glistening sheets of ice that make precarious footing for horses, the limousine, on its pneumatic tires, runs as easily as if on the macadamized surface beneath the ice. It is warm, too, and one does not have to keep an eye on a coachman to see that he has the horses covered at every stop, a proceeding which is absolutely necessary with a coach and which wastes much time.

"One other advantage the limousine has, an advantage which makes it preeminently useful beyond all other styles of cars. It is always built on a regular stock chassis, and if one is of a mind to economize, one can get along with one car all the year round, by the simple process of removing the closed body when spring has driven winter off the roads, and putting in its place a regular touring-car body. This is a device resorted to most particularly by those who can only afford to buy low-priced cars, but it is perfectly legitimate and satisfactory, and anybody who feels that he can not afford to buy two cars can't do better than try it.

"Certainly, the man who can keep a limousine will find that his wife and family are less subject to colds than otherwise, that his bills for frocks are reduced, and that he always gets home from an evening entertainment feeling fresher in mind and body, and sure of waking up in the morning without the fagged feeling that comes so often after an evening diversion—because he knows the limousine will be waiting outside to take him down town to his office, warm and comfortable, and provided with lots of room to stretch his legs in, and read the paper, without fear of having his toes trodden on."

THE MILEAGE OF WESTGARD, THE "PATHFINDER"

Mr. A. L. Westgard, the well-known "pathfinder," recently completed his third trip across the continent in the present year. The actual time within which he made these crossings was five months and four days, the entire space covered was 12,678 miles. Mr. Westgard is reputed to have said that he "is ready to do it all over again." Besides actually crossing the country by established routes, he made a side trip from Seattle to San Francisco of 1,016 miles. His work this year was done for the Federal Government and the American Automobile Association. His first run was made to Seattle over the Northwest trail, which goes by way of Buffalo, Chicago, and St. Paul, and thence through the Yellowstone and Glacier Parks. From Seattle Mr. Westgard went down the Pacific coast to San Francisco by way of Portland, and from San Francisco proceeded to New York by a trail running through Salt Lake City, Cheyenne, Omaha, and Chicago. He arrived in New York from this trip on October 3, and then entered upon his third run across the continent. The latter trip is made over what is known as the Midland trail, which goes by way of Philadelphia, Pittsburgh, St. Louis, Kansas City, Denver, and Salt Lake City, to Los Angeles. The latter point was reached on November 25.

AUTOMOBILE PRODUCTION THIS YEAR

Several estimates have recently been made of the probable value of the automobiles that will be manufactured in this country in 1913, one of which puts the total as high as $900,000,000. It is said in Detroit that the State of Michigan alone will produce cars valued at $700,000,000. Detroit herself expects to produce 380,000 cars, which would be an increase over last year of about 100 per cent., and over 1905 of about 1,000 per cent. The entire country is expected to produce in 1913, 499,000 cars, of which 415,600 will be produced in Michigan, with the 380,000 already mentioned in Detroit. It is said that the total for Detroit this year will be "greater than the total of the whole country for 1912." Of Detroit as the great center of the motor industry a writer in *The Automobile* says:

"The compilation further brings out the city's preeminence as a pleasure-car center, the production of this type of vehicle greatly overshadowing that of commercial vehicles. Of course, one big factor in this great pleasure-car showing is the tremendous production of one factory—the Ford plant—which will endeavor to turn out 200,000 complete machines, all of the pleasure-car type. Even the making of light delivery-cars is to be stopt, concentration on the one class even more deeply than heretofore being the future program.

"Analysis of the totals shows that 95.4 per cent. of Detroit's output for 1913 will be of the gasoline pleasure-car class, 3.35 per cent. of the gasoline commercial-, 0.96 per cent. of the electric pleasure-, and 0.29 per cent. of the electric commercial-. The percentage

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increases over 1912 are surprizing when viewed in cold figures, as follows:

Gasoline commercial-car increase over 1912	198.6 per cent.
Electric commercial-car increase over 1912	125.0 per cent.
Gasoline pleasure-car increase over 1912	98.3 per cent.
Electric pleasure-car increase over 1912	96.6 per cent.

"Thus, altho producing far less commercials than pleasure-cars, Detroit's commercial-vehicle output has increased proportionately faster than has its pleasure-car output. This is further evidence of the fact that while business-vehicle manufacture is about ten years behind that of the passenger-car it is growing by leaps and bounds, and will need only a few years to assume the proportions which it should have.

"Another interesting feature of Detroit's factory statistics is the proportion of the country's entire car manufacture for the coming year that is centered here. The following table will serve to bring out forcibly the growth of the Michigan city, the figures previous to 1912 having been obtained from the Detroit Board of Commerce statistics:

ANNUAL PRODUCTION OF CARS—TOTAL OF ALL CLASSES

1905	10,736
1906	(Estimated)
1907	(Estimated)
1908	18,200
1909	45,000
1910	114,120
1911	135,000
1912	192,250
1913	385,150

"The State census report for 1904 shows that in that year there were twelve concerns actively engaged in the manufacture of automobiles in Detroit, while a year later this had swelled to twenty-two. Last year (1911) there were about thirty, while at present thirty-six companies are actively manufacturing cars.

"There is considerable speculation as to what will become of the great number of machines which will be produced. Some with pessimistic views have said that there will be overproduction, but such great increase has not been decided upon without deep consideration of this point, and there seems to be an opinion among the makers that there will be difficulty in supplying the demand even now. Yet the makers do not depend solely upon their American trade to buy all their product. The increasing foreign market is to take care of a large share of the cars. Altho imports of automobiles have fallen off greatly, Government export figures show that exports have nearly doubled their volume of a year ago. The following table showing the export automobile business from Detroit to Canada and England is given by the Government export figures:

1903	$82,933
1904	162,529
1905	255,597
1906	269,554
1907	422,101
1908	399,010
1909	699,706
1910	2,106,615
1911	3,864,994
First 2 months of 1912	1,296,873

"At this rate the 1912 foreign shipments of automobiles from Detroit will be approximately $7,780,000, and should reach $15,000,000 in 1913."

As bearing on the greater magnitude of the motor-car industry in this country compared with Europe, perhaps the most significant statement thus far made is one that comes from France. This statement is that in all France the number of privately owned automobiles is only 76,771, a num-

(*Continued on page 32*)

See! how much better this Top looks

This one is genuine **Pantasote**—always fresh and clean.

"Look at the other one—how seedy and shabby it looks—you can tell as quick as a wink that it isn't genuine Pantasote.

"A Pantasote Top is so easy to keep clean that there is no excuse for its ever looking shabby.

"A little soap and water when you are washing your car will keep your Top freshened up.

"Even when it gets stained with road oil, you can clean it off without any trouble."

Pantasote is the standard curtain material used in every Pullman Car. The Pullman Company chose **Pantasote** because it looks well and it wears like flexible steel.

That's the kind of material you should have on your Top.

The most severe service conditions are discounted when **Pantasote** is being manufactured. It is the *only* Top material that looks well and wears well—the one that is rainproof, sunproof, sleetproof, coldproof, windproof, snowproof, heatproof, crackproof, and pretty nearly foolproof.

Send today for your copy of "The X-Ray on Automobile Tops." Describes fully all the different Top materials, it explains how they are made and just how they differ. After you have read "The X-Ray" you will know just what you are buying when you buy **Pantasote**. Send for that copy today.

THE PANTASOTE COMPANY
No. 61 Bowling Green Building
NEW YORK CITY

Handsome skates for handsome feet, and as strong and sharp as handsome.

WINSLOW'S Skates

THE BEST ICE AND ROLLER SKATES

Write for new catalogue No. 18, containing rules of leading Hockey Associations.

THE SAMUEL WINSLOW SKATE MFG. CO.

Factory and Main Offices: Worcester, Mass., U. S. A. Sales Rooms: New York, 84 Chambers St. Pacific Coast Sales Agency: Phil. B. Bekeart Co., San Francisco.

Stocks to be found at LONDON, 8 Long Lane, E.C.; PARIS, 64 Avenue de la Grande Armee; BERLIN; SYDNEY and BRISBANE, Australia; DUNEDIN, AUCKLAND and WELLINGTON, New Zealand.

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No-Rim-Cut Tires—10% Oversiz

Sales, 1912—918,678 Tires *Increase—125 per cent.*

Sales, 1911—409,521 Tires

1910—210,762

1909

1908

In all the records of tire nothing compares with

That Tells Which Tire

What tire maker's claims can compete with this verdict—this final conclusion of the hundreds of thousands who have actually made comparisons?

Up to November 1st, these men had tried out 1,700,000 Goodyear tires.

And some 250,000 motorists, as a result, have adopted these tires on their cars.

Year after year sales have doubled. Last year's increase was 125 per cent. It would have exceeded 200 per cent. had our output filled our orders.

Mark that overwhelming vote of the m know. It denotes a new criterion on ti

Men want to end rim-cutting, to sav loading. They are seeking, as you do, th mum cost per mile.

And a mammoth plurality, to get these have settled on No-Rim-Cut tires.

Note the decisive decision. With some makers contending for favor, close t third of all tire users now insist on Goo

Count Them Anywhere

Note Goodyear tires at the Shows this year. Note what a percentage of the better cars are equipped with them.

You'll find no other tire, we think, on half so many cars.

Count them on the street—count them in salesrooms. Wherever you look, you'll find an amazing percentage favoring Goodyear tires.

Then think how the number is growing. There are now 10 times as many users as 3 years ago.

Where Will It End?

This trend, you see, is just getting momentum. Our sales last year by far exceeded our previous 12 years put together.

And the percentage of increase—125 per cent—broke every previous record.

That shows that tire users are selling these tires. The more we have, the faster we get new ones.

Men are measuring mileage, figuring tire upkeep, and they are telling the facts to friends.

At this ratio of increase, think what place these tires will hold in 12 months from today.

From Bottom Place

In 1905—after five years of tire making—we stood in the bottom place. We made then scarcely more than one per cent of the tires.

One of our rivals made 30 times as many. Two others together made 40 times our output.

But the next year—in 1906—our cost of replacement was 1.41 per cent. That broke all records on quality. On other tires the cost of replacement ran as high as 18.43 per cent. These are actual figures, based on royalty records.

Then men began to realize the Goodyear economy. Sales doubled every year. And for more than two years these tires have held the topmost place in Tiredom.

Car Builders Adopt Them

Last year 122,000 new cars went out from their factories with Goodyear equipment.

This year's contracts with makers, at the minimum, insure Goodyear tires on nearly half of all the year's production.

Car builders, as you know, are the most experienced, most exacting buyers. They know which tires hold up best. They know which tires men want.

They are vitally interested—more than ever before—in cutting cost of upkeep for the automobile user. For this, above all else, affects sale of cars.

These men have compai thousands of cars. The re will use about as many Goo year as all other tires put t

8,000 Tires D

We are building now t output up to 8,000 tires a will enable us to compl 600,000 cars per year.

We shall be doing that, b months, if the records o continue. And that will an amazing percentage o then running will have Goo

Let Yours Be

In the light of these figu you for a test. Make i own satisfaction.

These legions of expe makers and users are nor m takes about tires. They ar ing in this way to No-Rin without a reason for it.

They seek what you se are getting what you want. they are saving on tire cost, a million dollars monthly.

Go see the tires. One tell you how the saving v occurs.

GOODYEAR
AKRON, OHIO

No-Rim-Cut Tires

With or Without Non-Skid Treads

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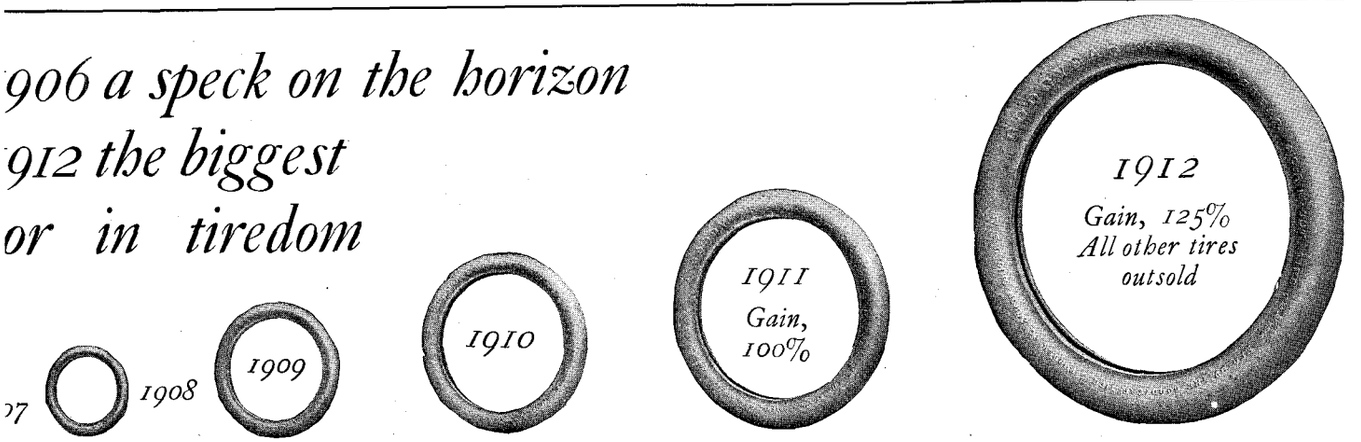
lo-Rim-Cut Tires—10% Oversize

906 a speck on the horizon
912 the biggest
or in tiredom



Done by Mileage Tests

years and years we have built tires solely by leage test.

motorists are coming more and more to the g of mileage comparisons.

r are keeping records. They know the ser- endered. They know how tire bills differ ıe various types of tires.

ıe records only—kept on countless tires— rought to us this avalanche of trade.

The Telltale

ny years we have used the to tell us how to better

lt in our factory a tire-test- ne, which wears out tires— at a time—under every road

new method or fabric or ıas had to win out in this ɔmparison.

The odometer told our shortcomings. It marked our improvements. It made constant comparisons, right in our factory, with the mileage of rival tires.

And it told the same story to tens of thousands of men who were driving cars.

We knew what the story would be. And we knew that the story, told over and over, would do what it since has done.

Stop and Consider

ng a new car, or buying tires l car, stop and consider this. pkeep is the main expense on cars. And half that upkeep, at the least, depends on your choice of tires.

Note that this trend toward Goodyears began with the vogue of odometers.

It came with the invention of No-Rim-Cut tires, made 10 per cent oversize.

It grew and grew as men told others how these features cut down tire upkeep.

Make no mistake. Motorists cannot be hoodwinked. Nothing in the world accounts for Goodyear popularity save the lessened cost per mile.

Old Types and New

Old-type tires—clincher tires—rim-cut when wholly or partly deflated. Every motorist knows that.

Rim-cutting often wrecks a tire in a moment, after a puncture occurs. And the ruin can't be repaired.

Statistics show that this damage occurs on 23 per cent of all old-type tires.

No-Rim-Cut tires—our patent type—wipe out this loss entirely. These tires will never rim-cut.

So we save you in this way an average waste of 23 per cent.

Another 25 Per Cent

No-Rim-Cut tires, in air capacity, are 10 per cent over the rated size. Under average conditions, that oversize adds 25 per cent to the tire mileage.

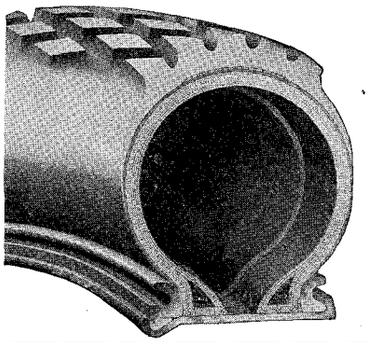
It means an over-tired car. It takes care of your extras. It saves the blow-outs due to overloading.

These two visible features mean an average saving of 48 per cent.

Let it go at that. You'll learn the rest when you come to make mileage comparisons. No-Rim-Cut and oversize are features that you can see.

Go see them at the Shows, at any Goodyear branch, or with any Goodyear dealer. Without our sales figures, one glance will tell you that these are the coming tires.

Our 1913 Tire Book—based on 14 years' experience—tells a hundred ways to cut down tire cost. Ask us to mail it to you.



The Winter Tread

The Last Word in Non-Skids—Double-Thick, Deep-Cut, Immensely Enduring—a Bulldog Grip

Another point where we've reached finality is in this ideal Non-Skid tread.

Not a mere corrugation in the regular tread. It's an extra tread, very thick and tough, vulcanized on to the regular.

So thick that the blocks are cut deep. So tough that they last for thousands of miles.

These sharp-cut blocks present to the road surface countless edges and angles. On any road or pavement they insure a firm grip.

Each block widens out at the base, so the strain is distributed over the fabric the same as with smooth-tread tires. Non-Skid tires, without this, have proved very short-lived.

Note these advantages—the tough, double-thick tread, the deep-cut blocks, their irresistible grip, their distributed strain. Compare these wanted features with the common non-skids. You can see why these treads, now we have them perfected, are fast superseding all other devices.

In wet weather or winter, at least every rear wheel should have these efficient Non-Skids.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

ıes and Agencies in 103 Principal Cities
Service Stations Than Any Other Tire

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

Main Canadian Office, Toronto, Ont.—Canadian Factory, Bowmanville, Ont.

(903)

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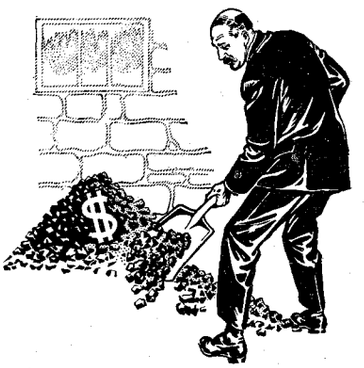
A check on the coal-bin!



Chilling wind is the tyrant which prevents even warmth and wastes fuel in the heating of homes, stores, churches, schools, etc. The best victor over the effects of this enemy to comfort and economy is the

IDEAL SYLPHON **Regitherm**

It goes on wall of a living room; you turn an indicator hand to the degree of temperature wanted in *all* rooms. The warmth in the room acts on a permanent expansive liquid in the "everlasting Sylphon brass bellows" (none others have it). A cable communicates motion (without wind-up, compressed air, electricity or diaphragms) to the draft and check dampers of the Heating Boiler in cellar. The moment the weather starts to get colder, the REGITHERM increases the fire; or if the weather begins to warm up the REGITHERM instantly checks the fire. Result: An evenly warmed house all over, day and night.

THE REGITHERM EASILY FITS ANY OLD HEATER. Soon repays its moderate cost by cutting off coal wastes. Has no parts to wear out, hence no repairs; lasts a lifetime.

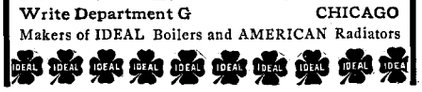
For any manufactory, baths, dry-kilns, etc., where a steady air temperature must be kept up, the REGITHERM is a great success. For steam-coil-heated liquid tanks our Sylphon Tank Regulator keeps an even degree of heat, saves much watching and work. (Send for special circular.)

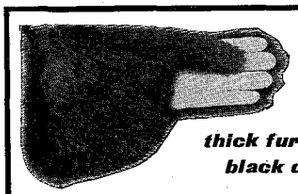
Our free booklet: "New Heating Aids" is full of information about the REGITHERM, and our Norwall Air Valves and Sylphon Packless Radiator Valves, which save coal and fussing, and improve your heating. Why not write for it to-day?

AMERICAN RADIATOR COMPANY

Write Department G CHICAGO

Makers of IDEAL Boilers and AMERICAN Radiators





$5.00 by mail,

Made of thick furred glossy black dog skins

Above are lined with lamb skins. Price with mohair fleece linings $4.50. For comfort, appearance and durability you cannot find their equal for the price. Our illustrated catalog gives measure directions and a whole lot of other information about custom tanning of hides and skins with hair or fur on; coat, robe and rug making; taxidermy and head mounting; also prices of fur goods and big mounted game heads we sell.

THE CROSBY FRISIAN FUR COMPANY,
Rochester, N. Y.

MOTOR-TRIPS AND CARS

(*Continued from page* 29)

ber smaller than the number of cars regitered for New York State alone, and smaller than the number registered for California. New York on October 1, 1912, had 182,872 cars registered, and California had 83,798.

THE WINTER'S TWO SHOWS IN NEW YORK

On January 11, continuing until January 18, will be held at the Madison Square Garden and the Grand Central Palace two exhibitions of motor pleasure-cars, and in the same buildings, beginning on January 20, and continuing until January 25, will be held simultaneously the year's two commercial-vehicle exhibitions. The buildings have been elaborately prepared for these occasions. At the Madison Square Garden it is said that about 200 tons of steel girders and a million feet of lumber have been used in effecting a transformation of the place. At the Grand Central Palace much work in decoration has meanwhile been done. Pictures printed elsewhere in this issue will give some idea of the transformed interiors. Of the Madison Square Garden a writer in *Motor World* says:

"Of course, there will be other things besides steel girders and wooden beams in the decorative and constructive scheme at the Garden, and even tho the whole of the scheme has not been disclosed, enough of it is known to insure that the decorations will be 'up to' those of the previous years, at least. In the first place, there are to be yards and yards of mirrors—square yards, of course—for which reason the designation 'Crystal Palace' has been chosen by those who have the decorating in hand. The mirrors are to be placed all around the walls, and their effect, it is expected, will be to lend a marked appearance of spaciousness—even if it can be obtained in no other way.

"Also it has been decided that there will be no Turkish or other 'rug' suspended over the heads of the spectators, and the roofs of the cars. Instead, it is promised, there will be an infinitely more pleasing 'sky' of diaphanous blue material intended to convey the idea of light, fleecy clouds. In one respect the show will be very much like its immediate predecessor. The ornate lamp-posts which last time did duty at regular intervals around the big hall will be brought out and dusted off and stood up in their customary places to mark off the exhibits. The signs, however, blazoning the names of exhibitors, will be slightly different and will be uniform with those used in Grand Central Palace. As heretofore, lattice-work and a superabundance of trellis will aid in creating the pleasing atmosphere which is sought."

At the Grand Central Palace the decorative scheme is described as "far more gorgeous and far more pleasing than it was at the last show in either of the two buildings." Artists have been busy on the work for several months. The writer says:

"On the walls of the main floor of the Palace will be a number of typical Long Island scenes, as well as paintings depicting the beautiful Delaware River, views in the Berkshires, and scenes along the picturesque Hudson near West Point. The walls of the mezzanine floor will be given over to Western views, including paintings of the Grand Cañon of the Colorado, the gorges and passes of the Rocky Mountains, California vistas, and sections of the cattle countries and prairies. The gallery will be devoted to the sunny South, and appropriate paintings depicting the beach at Ormonde, Fla., where so many speed records have been made, and of Jacksonville and other Dixie points of interest will decorate the walls. Much trelliswork and flowers in profusion will help to give the coveted outdoor atmosphere and to relieve the monotony of the cars and chassis and accessories."

The two exhibitions will present about 530 "complete and separate exhibits of cars and accessories." Further details are given:

"On the Garden list of the first week there are upward of forty-three names of pleasure-car makers and 272 names of accessory manufacturers. The list, therefore, is slightly smaller than was the case last year during the pleasure-car week of the Garden show, tho this fact is no indication that the exhibit will be any the less comprehensive. It is pretty well established that the deficiency in the number of individual makers will be more than made up by the greater variety of wares displayed by the smaller number of exhibitors. There is little reason to expect that there will be apparent any very great gaps in the well-ordered lines of exhibitors.

"Grand Central Palace, during the first week, will house at least 46 makers of pleasure-cars in addition to 25 motorcycle displays, and more than 100 separate exhibits of accessories. This list also is smaller than was last year's except with regard to accessories, of course, which were conspicuous by their absence at the last Palace show. During Part II of the mammoth show, designated as the commercial-vehicle week, some 25 manufacturers of commercial vehicles will display their wares in the Garden, and in the Palace the list of names already numbers 41. Taking the cue from last year's exhibition, it is altogether likely that these numbers will be slightly swelled, at least when eleventh-hour exhibitors at length make up their minds to sign space contracts. As was the case at the last show, nearly all of the accessory manufacturers will remain for both weeks of the show."

STREET ACCIDENTS IN NEW YORK

Statistics are at hand as to accidents in New York City due to vehicular traffic during eleven months of the year 1912. They are issued by the National Highways Protective Society, and show that the total number of persons killed and injured were 2,710. Of these 486 were killed, 201 being killed by automobiles, 121 by trolleys, and 164 by wagons. We have no figures as to the comparative number of automobiles and wagons operating in city streets, but, in view of the apparent great superiority of automobile traffic over traffic in horse-drawn vehicles, these figures seem to be not unfavorable to automobiles. In the matter of persons injured, however, the record is greatly against the automobiles. Of 2,224 persons injured, 1,260 were injured by automobiles, 667 by trolleys, and only 297 by wagons. It further appears that of the 201 persons killed by automobiles 93 were children under 16 years of age. Many of these were children skating or playing in the streets. The society, whose President is Colonel Edward S. Cornell, in submitting its report, makes a vigorous protest against

(*Continued on page* 34)

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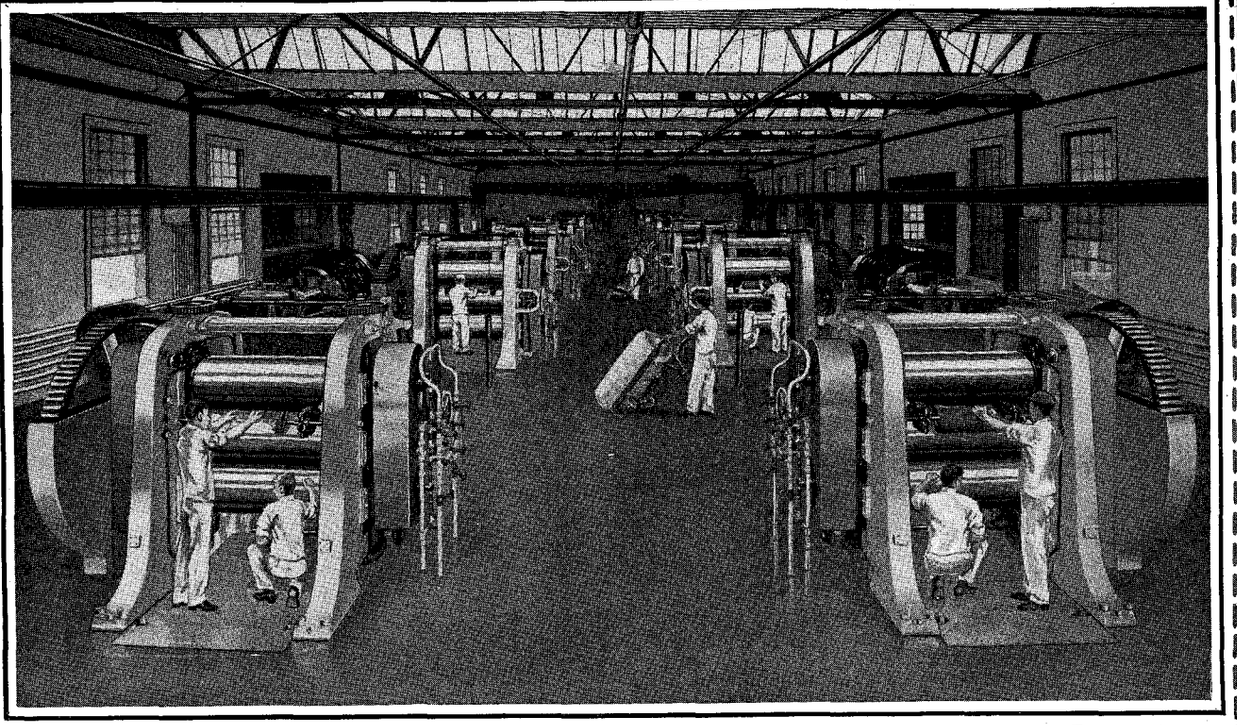
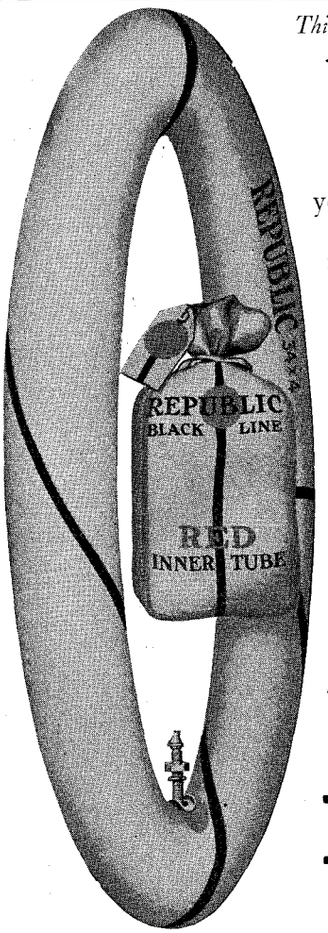


This is The Republic Rubber Company's New Calender Room.



Republic Black-Line Red Inner Tube

Where machines and brains make tire mileage for YOU

Republic Staggard Tread Tires give you the mileage you really ought to get because their foundation is *right*.

The foundation of a tire consists of alternate layers of fabric and rubber. And the efficiency of any tire depends to a great extent upon the manner in which the fabric and rubber are treated and combined.

The illustration above shows the Republic Calender Room—the new "rolling mill" of this rubber plant where foundations for Republic tires are made.

In this great room man's skill and ingenuity and modern machinery combine to make the *right* foundation for Republic Tires. Scientific, painstaking care is exercised in every operation from testing and drying the fabric to calendering ("rolling") the rubber and combining the two under proper heat and pressure.

And on this *right* foundation is put the Staggard Tread—the tread of extra thickness that leaves the full-thickness plain tread after the center studs eventually wear off.

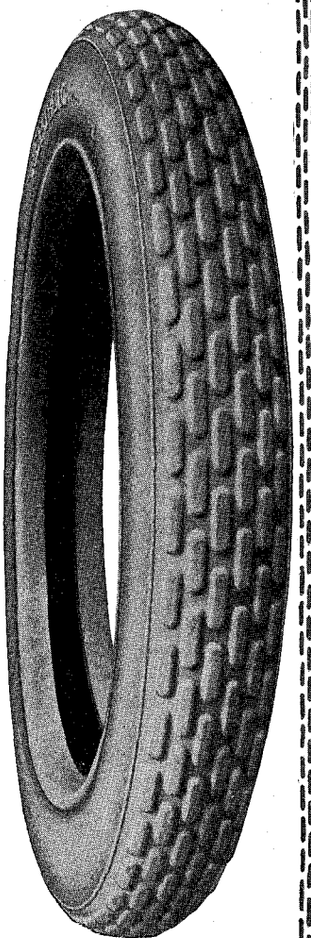
The Staggard Tread is protection against skidding, and really economical because of the extra mileage it gives you.

Write today for beautiful folder on this wonderful new Calender Room.

THE REPUBLIC RUBBER COMPANY
YOUNGSTOWN, O.
Branches and Agencies in the Principal Cities

REPUBLIC STAGGARD TREAD TIRES

Republic Staggard Tread Pat. Sept. 15-22, 1908



The Original Effective Non-Skid Tire

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

6%

Invest Your January Funds in 6% Bonds

EVERY year increases the number and variety of investments from which you must choose. It is desirable, therefore, to confine your selections all the more closely to established types of demonstrated value. You can do this and secure the return your money is worth.

Good Bonds provide the best adjustment of the many factors entering into the ideal investment. Bonds backed by 25 years of successful business in the most valuable commodity of its kind in the world, and that commodity an absolute necessity, are investments of such merit as to demand your consideration.

Such are the 6% Gold Bonds of the American Real Estate Company. They are based on the Company's holdings of select realty in New York. For 25 years they have paid 6% and matured at par without loss or delay, returning to investors more than $10,000,000 in principal and interest.

They are issued in these two convenient forms.

6% Coupon Bonds

In denominations of $100, $500, $1000 and upward, paying interest semi-annually, and maturing principal in ten years.

6% Accumulative Bonds

Purchasable by instalments of $25 and upward and maturing $1000 or more in 10, 15 or 20 years. Interest compounded at 6%.

Complete descriptive matter and map of New York City showing location of our properties will be sent on request. Write today.

American Real Estate Company

Founded 1888 Assets $24,134,240.39

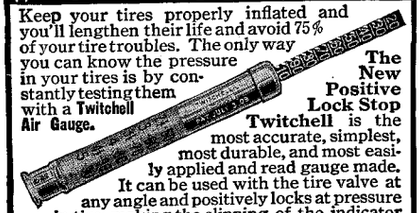
Capital and Surplus $2,076,587.35

Room 504

527 Fifth Avenue New York

$1.00 INSURES YOUR TIRES

Keep your tires properly inflated and you'll lengthen their life and avoid 75% of your tire troubles. The only way you can know the pressure in your tires is by constantly testing them with a Twitchell Air Gauge.



The New Positive Lock Stop Twitchell is the most accurate, simplest, most durable, and most easily applied and read gauge made. It can be used with the tire valve at any angle and positively locks at pressure in tire, making the slipping of the indicator bar impossible—two exclusive Twitchell features. It is TIRE INSURANCE for $1.00. If your dealer hasn't the Twitchell, send direct to us.

THE TWITCHELL GAUGE CO., 1200 Michigan Ave., Chicago

MOTOR-TRIPS AND CARS

(*Continued from page 32*)

reckless and illegal driving by owners and chauffeurs. It is contended that when a fatality occurs the license of the driver should in consequence be automatically suspended, to be reissued only when due cause has been shown for doing so. Colonel Cornell says further:

"The difficulty lies in the single fact that certain owners and certain chauffeurs feel that they must exceed the limits of the law, good taste, and good sense in order to attract attention to themselves and their cars. It is perfectly sure that the man who has owned high-grade automobiles since the beginning of the industry will not take undue chances, and it is equally sure that the man who saves $1,000 and buys a car for the use of himself and family will be cautious and law-abiding in its operation. But the man who suddenly achieves wealth and who loses his perspective of life and the rights of others is the fellow who is a menace to the automobile as well as to the general run of citizen.

"Greater care should be used in granting licenses, but such care would be useless unless some more stringent measures are used in preventing second offenses. During the past year there have been eighty-six licenses revoked in Connecticut, thirty-four of which were held by owners of cars. Needless to say that casualties in Connecticut are not so numerous as they are in New York, despite the fact that the automobile law is more liberal in many respects than it is here.

"There is one thing upon which we can congratulate ourselves, however. Not a single non-resident of New York has been killed on the streets this year. The reason for this state of affairs is simple enough when one comes to look a trifle under the surface. For instance, when a resident of Prunty Corners starts for a trip to New York, his wife will caution him at the front gate, saying: 'Now, John, you know how fast the taxicabs run in New York, and how crowded the streets are, so do be careful, John.'"

Other items in connection with this subject contained in the report are that in New York State 89 persons were killed and 123 injured at grade-crossings, many of the accidents being due to the running down of automobiles by railroad trains. During the eleven months 47 cars were struck, and 15 persons killed. Figures are presented for accidents in several European cities. In London, during the year 1911, 410 persons were killed by street vehicles, 262 deaths being due to motor-cars and buses. In Paris the number killed by vehicles in the same year was 236, of which 103 were killed by automobiles. In Berlin the fatalities numbered 120, those chargeable to automobiles numbering 28. The total of persons killed by automobiles in the four cities, London, Paris, Berlin, and Vienna, in the year 1911, was 417, while in New York City alone for the eleven months of 1912, 201 persons were killed.

HOW TO DISPOSE OF SECOND-HAND CARS

Dealers in second-hand cars have long had before them the pressing problem of how advantageously to dispose of second-hand cars that have been taken by them in exchange for new ones. These cars are commonly of the same make as the new ones sold, the old car having been taken by the maker of the new one as an additional inducement to bring about the sale. Dealers in New York, according to *Motor World*, have long been wrestling with this problem of selling old cars, and have finally "placed the stamp of their approval upon a plan which is calculated to inject a measure of business sense and relief into the used-car situation." The plan itself, with some variations, has been employed already by certain dealers, and its success with them has been such as to commend it for adoption by the regular organization of dealers.

This plan, "entirely eliminates trading"; the company "disposes of the old car but it does not trade." When the owner of a car desires to purchase a new one turning in the old one toward the price, he is now to be asked to authorize the dealer to sell his car, and when the car has been sold the purchaser is to pay the company the difference between the amount secured for it and the price of the new car. In case the customer insists that he shall have a new car immediately, he is asked to pay for it in full on delivery, and it is promised that, whatever the company may secure from the sale of the old car, will be remitted to him without charge for the selling. In case the customer is unwilling or unable to pay outright for the new car, an arrangement is sometimes made by which he may still use his old car, the company undertaking to secure a sale for it while he does so. It is declared that "under no circumstances will the company take the car in trade." Following are other items as to this method of selling second-hand cars.

"When the scheme first was inaugurated, a couple of years ago, the public was a bit slow in accepting this form of merchandising, but when the logic of the situation was explained the protest became insignificant. An added point of interest is that a company assumes no risk whatever; if the tires are bad when the car is received, and there is likelihood that a blowout may result during a demonstration of the used vehicle, the owner's attention is called to this fact when the car is taken in and any blowouts are repaired at his expense. The non-assumption of risk applies in every particular.

"If it is found after several days that the price asked by the owner of the used car is too great, bargaining is begun; he is informed of the best offer obtained, and if the owner concedes a point the prospective buyer is asked to come up a trifle, and generally satisfactory terms are reached. One company states that through this plan used cars seldom remain in their used-car department longer than a week. This company makes no repairs and does no overhauling unless the owner of the car so orders; such orders, however, often are received in the expectation that, say, $50 spent on a car will increase its value $100 or $150.

"At the meeting, when the plan was indorsed, about half the members present exprest their approval by signing an agreement to follow the suggested system. The selling of the used cars, without any charge for this service, is not reckoned as a loss, but is classed as a legitimate expense of the business, like advertising, insurance, and any other 'overhead.' The consensus of opinion among the dealers was that used cars always will have to be reckoned with, and that the solution of the question is in the best way to handle them.

"Much money has been lost through trading; cases have been known where prospective purchasers of cars have gone to used-car establishments, bought an old car of the model they intended buying, paying, say, $500 for the old vehicle, and then have traded it in for $700, making $200 while the dealer lost that amount or more. 'Shop-

(*Continued on page 36*)

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Cars distinguished for their comfort, even among the most luxurious

Motor car talk this year—among owners and dealers, and at the shows that will dot the country between now and April—will bear strongly on comfort.

And properly, for manufacturers have put forth extra effort to provide for the passengers' ease.

In this they are following in the footsteps of the Jackson Company; for we have devoted years to the development of comfortable cars.

This phase of design and construction has always received, in the Jackson plant, equal consideration with the important details of power, strength, durability and smooth running that are the foundation stones of satisfactory service.

The natural result has been that the Jackson did not lag behind its contemporaries in the latter; while it did maintain an advantage in the former.

So the Jackson has achieved a name for comfort, in addition to its reputation for engineering and mechanical eminence. The two are inseparable in Jackson cars.

Our engineers have been trained to consider the effect of every mechanical detail on the cars' riding qualities; and to design bodies of liberal dimensions.

They specify full elliptic springs all around, because these contribute from 33 to 100 per cent. more to a car's riding ease than any other type.

They give our cars long wheelbases, always keeping the proper proportion in relation to wheel sizes, springs and weight.

They determine the weight and distribute it so that sidesway is reduced to the minimum and the cars hold the road with steadiness.

The long wheelbases permit the fitting of bodies that are particularly roomy, not only in the tonneau, but in the front as well.

In the seat construction, we use every device that can possibly help to prevent fatigue.

The cushions are upholstered to the rich thickness of 10 inches and slant a trifle to the rear; the seat backs are shoulder-high.

If you can say with conviction, after a ride in the Jackson, that you have ever ridden in a more comfortable car, we will not urge you to choose a Jackson.

Turning to the Jackson's mechanical side for a moment, you find a highly developed unit power plant—silent, smooth running, compact.

The motor is long stroke, with enclosed valves, which you recognize as the most approved practice; and the other chassis members have kept pace with the motor improvement.

We have no desire whatever to restrict you in your comparison of Jackson cars.

Go as far as you like in the matters of size, price and type.

All we ask is that you see the Jackson; and give us the opportunity of sending you the new catalog.

Jackson Comfort Features

Four full elliptic springs
Long wheelbases
Large wheels and tires
Ten-inch upholstery
Extra roomy tonneau and forward compartment
Inclined seat cushions
Shoulder-high seat backs
Correct distribution of weight
Proper relation of these details, one to the other.

Jackson "Olympic"—$1500

Four cylinders, 35 horsepower, unit power plant; long stroke motor, 4⅛x4¾ inches; 115-inch wheelbase; 34x4-inch tires. Complete equipment, including Disco starter. Black and nickel trimmings.

Jackson "Majestic"—$1975

Four cylinders, 45-horsepower; unit power plant; long stroke motor, 4½ x 5¼ inches; 124-inch wheelbase; 36 x 4-inch tires. Electric starter and lights. Complete equipment. Black and nickel trimmings.

Jackson "Sultanic"—$2650
(Illustrated)

Seven-passenger. Six cylinders, 55 horsepower; unit power plant; long stroke motor, 4⅜ x 4¾ inches; 138-inch wheelbase; 36 x 4½-inch tires; demountable wheels and spare wheel. Electric starter and lights. Complete equipment. Black and nickel trimmings. Five-passenger, $2500.

New York Show—Jan. 11-18—Madison Square Garden, Space 111, Elevated Platform
Chicago Show—Feb. 1-8—First Regiment Armory, Space B-2, immediately to right of Michigan Avenue entrance

Jackson Automobile Company, 1318 E. Main St., Jackson, Mich.

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ELECTRONIC REPRODUCTION PROHIBITED

Cut YOUR Heat Cost ½ to ⅔

GET THE PECK WILLIAMSON

UNDERFEED FURNACE or BOILER

WHY pay two or three times the money *really* necessary for heat? The Underfeed cuts hard or soft coal bills ½ to ⅔.

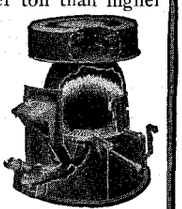
Last winter, with its long, zero blasts, the Underfeed made good everywhere with adequate, clean, even heat. The longer YOU put off Underfeed installation, the longer YOU burn up good money.

Write for FREE Book

which clearly explains the common-sense method of Underfeed coal-burning. Briefly—slack, pea or buckwheat coal, costing from $1.50 to $5 less per ton than higher grades, is fed from below and burns from top down.

Smoke and gases (25 to 40% heat value in coal) pass up through the fire, are consumed and converted into useful heat instead of going to waste—up the chimney.

Live coals are on top—nearest the heating surfaces, instead of being "sandwiched" between fresh coal and grate as in other heaters. No clinkers form and but very few ashes.



Cut-Out View Underfeed Furnace

Self-Cleaning Feature

Since the Underfeed consumes smoke, there is no soot. The fire-glow is upon clean metal, responsive to heat; whereas in topfeeds the "fire-shine" is upon heating surfaces deadened with a coat of soot-insulation. Topfeeds require frequent, troublesome cleaning; Underfeeds are self-cleaning.

From every angle—feeding, regulating and cleaning—the Underfeed requires least attention.

"Until I installed the Underfeed," writes Wm. H. Guild, 323 Washington Ave., Wheaton, Ill., "I burned best grades of hard coal costing me $8 to $8.25 per ton. I now burn the same number of tons of No. 4 washed pea coal, costing only $3.25 to $4.25 per ton, which supplies intense, even heat and burns with no smoke, gas or soot. The saving is evident.

Write for FREE Book. Let us tell you where you can get *your* Underfeed—Furnace or Boiler—and how to obtain FREE heating plans and estimate of cost.

THE PECK—**Williamson Co.** 304 W. Fifth Ave. CINCINNATI, O.

Send me—FREE—

Underfeed Furnace Book ____ Boiler Book ____ (Indicate by X Book you desire)

Name ____

Address ____

____ Name of my dealer

Farm Mortgages 6%

Capital and Surplus, $350,000.00

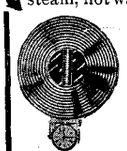
Send for descriptive pamphlet "A" and list of offerings. Interest and principal collected free. Highest references. Clients in 32 States. Established in 1883.

E. J. Lander & Co. Grand Forks, N. D.

HALSEY THERMOSTAT HEAT REGULATOR

Keeps temperature even, saves coal, relieves you of all necessity for tending to heater dampers.

So simple that anyone can easily attach it to steam, hot water or air heater—has no electrical contact, no batteries, no springs or weight-motor to get out of order. Cost within the reach of all. Guaranteed for ten years.



Actual Size 9 in. in diameter

Operates dampers gradually—securing maximum heat with minimum fuel cost.

Time Attachment automatically warms up house in the morning. Write for Descriptive Booklet "D"—it is free.

W. W. HOGLE Sales Manager 1213 Filbert St., Phila.

DEALERS WANTED—advertising helps furnished free

MOTOR-TRIPS AND CARS

(*Continued from page 34*)

pers,' who properly are classed as better salesmen than automobile salesmen, frequently travel along 'automobile row' and by telling "what so-and-so offered' for the old car, force the price up to an exorbitant figure. The dealer who acts merely as an agent in disposing of the used car is protected against such losses. A modification of the plan which is favored by some agent is the actual taking in trade of those cars which are of the same make as the dealer sells, all other makes to be sold for the account of the customer."

THE DAY OF THE SMALL CAR

At the recent Olympia Show in London, "small cars loomed big," according to *Automobile Topics*. The exhibition "indicated continued striving after medium-priced business." American cars were the leaders, twelve machines from this country being shown. With the growing demand in England for American cars has sprung up a general demand for machines at low price. Indeed, the influence of the low-priced American car was reflected strongly in this exhibition, the most impressive development in the English trade being a new effort by the English and French manufacturers to capture the small-car trade. As to what English makers are doing the writer says:

"The traditional method of meeting such a requirement—the most obvious way—is to build a smaller car than before. The 'lower limit' in this movement is the cyclecar, which still threatens to arrive in Great Britain, but which as yet has not been taken very seriously. Similarly the builders of France have essayed one or two attempts at miniature imitation automobiles. A more promising solution, in the eyes of the progressive Gallic builder, however, is the miniature 'real' automobile. Hence the birth of a second 'Baby' Peugeot, which, despite its puny appearance and its wee six horse-power, is of 'automobile construction' throughout; having a 4-cylinder block motor sliding dog gear-set on the live rear axle, and a substantial frame and body. The Baby Peugeot is, perhaps, the best representative of its type. With its 2-passenger body and no more equipment than the British retailer is usually willing to turn in with the car, it sells in England for the equivalent of $800.

"From this point upward, the range of small 4-cylinder cars is being rapidly increased. Figures show the effect to best advantage. Of 650-odd different models listed on the "Olympia market" and most of which were either shown directly or in chassis, about 340, or 52 per cent. were of less than 20 horse-power. Yet taking some 450 of that number which are listed "complete,' only about 27 per cent., or say, 125 models, sell for less than $1,500; while about 43 per cent. are catalogued at prices ranging between $1,500 and $2,500. This includes the offering of American cars, by the way. These prices for 'complete' cars, however, do not include the full equipments that American manufacturers are in the habit of giving, but ordinarily only tires, tools, and 'spares' in addition to the body. Lamps, tops, wind-shields, speedometers, and the like, commonly are accounted as extras.

"The need of seeking customers in the larger population of moderate wealth, the serious condition of the local petrol market and—the 'American invasion,' thus have combined to force down the average cost of automobiles in England; practically the same conditions operating on the Continent as well. But it is to be observed that the effect upon practise has been very marked.

"'Little Sixes,' naturally are favored quite extensively. Of 73 models now in the English market, however, only 24 are of less than 30 horse-power, while only half of these are listed at less than $3,000. The numerals, which indicate horse-power ratings by the R. A. C. formula, respectively, are interesting as further illustrating the continuance of the trend toward smaller powers that was so strongly manifest last year. The cheapest of the above-mentioned cars is the so-called 15 horse-power Bayard, which is of 18.2 horse-power, and which lists, with body, at the equivalent of $1,760."

MOTOR-WAGONS AND THE PARCEL-POST SYSTEM

With the coming into effect of the Parcel-post system on January 1, it is believed that substantial benefits will come to the motor-vehicle industry. In the appropriation made by Congress one item calls for half a million dollars to be used in part for running motor-wagons to transport packages for deliveries in cities. Of this sum Chicago will receive $15,000; New York, Boston, and Philadelphia each $10,000; Brooklyn, $8,000; St. Louis, $5,000; and Pittsburg, $4,000. After the ten largest cities, as explained by *Motor World*, come the other sixteen hundred post-offices which maintain city deliveries. Each of these will receive an amount of money proportionate to the business done. Local post-offices are authorized in the bill to employ such temporary employees as may be needed to take care of the additional work involved in delivering packages after they have been received. As to the benefits which may come to the motor industry the writer says:

"That the parcel-post will be of benefit to dealers in automobile parts, supplies, and accessories is indicated by the fact that any package may be mailed that does not weigh more than 11 pounds, and that does not measure more than 72 inches in combined length and girth. For instance, a package measuring 10 inches wide, 6 inches thick, and 40 inches long would be just within the limit of size; or it might be long and narrow—say 5 inches wide, 3 inches thick, and 56 inches long. Besides conforming to the regulations as to weight and size, packages must be mailed under the special stamps to be provided for the purpose; no others can be used. All sorts of farm-products and manufactured articles will be mailable, provided they are not of a character injurious to persons handling the packages or to other packages with which they may come in contact, and provided, further, that they are not perishable within the time ordinarily required for their delivery. Books are excluded. It is clear that there are comparatively few articles, coming within the specified limits, that can not be mailed. Automobile lamps, ignition apparatus, tools, inner tubes, pumps, clothing, horns, and a thousand other things can be conveniently and cheaply delivered to customers through the agency of the Post-office Department.

"As to the all-important matter of charges for parcel-post delivery, it is expected that the greatest benefits will be derived by those who send small parcels comparatively short distances—a class of service which is decidedly expensive to send by express. A package mailed and delivered within a given postal district will be charged for at the rate of 5 cents for the first pound and one cent extra for each

(*Continued on page 38*)

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LUCK doesn't enter into tire service much. The quality built into a Kelly-Springfield Tire gives a mileage service that is unusual even in these days of good tire making. The luck is not in getting this long service. It is in getting Kelly-Springfield Tires.

Kelly-Springfield Tire Company

20 Vesey Street, New York

Branch offices in New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco, Los Angeles, Cleveland, Baltimore, Seattle, Atlanta, Akron, O., Buffalo

The Hearn Tire & Rubber Co., Columbus, O.
Bering Tire & Rubber Co., Houston, Texas
Boss Rubber Co., Denver, Colo.
Todd Rubber Co., New Haven, Conn.

Southern Hardware & Woodstock Co., Ltd., New Orleans, La.
Atkinson Tire & Supply Co., Jacksonville, Fla.
Savell Davis Rubber Works, Augusta and Savannah, Ga.
C. D. Franke & Co., Charleston, S. C.

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ELECTRONIC REPRODUCTION PROHIBITED

Globe-Wernicke
Sectional Bookcases

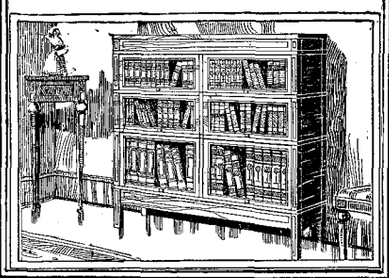
Arrange your books so that they are always accessible for ready reference. A Globe-Wernicke Bookcase is the best protection your books can have and its sectional construction affords opportunity to classify your library according to topics and authors.

The Globe-Wernicke Bookcase is made in many styles, finished to suit the color scheme of different interior trims. Sold by over 1500 authorized agencies. Write for catalog.

Address Department V.

The Globe-Wernicke Co.
CINCINNATI, OHIO

Branch Stores: New York, 380-382 Broadway; Chicago, 231-235 So. Wabash Ave.; Washington, 1218-1220 F St., N. W.; Boston, 91-93 Federal St.; Philadelphia, 1012-1014 Chestnut St.; Cincinnati, 128-134 Fourth Ave., E.



Money in This Print your own cards, circulars, book, newspaper. PRESS $5, larger $18. Rotary $60. All easy, rules sent. Print for others, big profit. Write factory for press catalog. TYPE, cards, paper, etc.
THE PRESS CO., Meriden, Conn.

Holstein Cows' Milk Just Right for Baby

In Europe, most babies thrive upon undiluted cows' milk. Then why is modification the rule for our babies? Just because the milk is different.

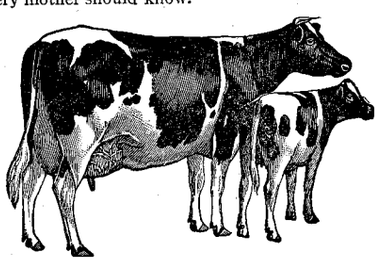
Most European cows are either Holstein, or of the Holstein type. They produce milk with only a moderate amount of cream, divided into minute globules that any baby easily digests.

In this country, on the other hand, the average cow yields a rich, heavy milk, all right for butter-making, but far from suitable for infant feeding. In such milk, the globules of butter-fat are twice the size of those in Holstein milk. When they reach the baby's stomach they form large, tough curds that cause indigestion.

This is no news. All the great specialists recommend Holstein milk. Ask your doctor. He will decide whether any modification is necessary for your baby.

It costs no more than common milk. If your dealer can't supply you, write us.

Send for our free booklet, "The Story of Holstein Milk." It contains points about infant feeding that every mother should know.



HOLSTEIN-FRIESIAN ASSOCIATION
20L American Building, Brattleboro, Vt.

MOTOR-TRIPS AND CARS

(*Continued from page* 36)

additional pound. If a package is to be delivered outside of the postal district in which it is mailed, but within the first parcel-post zone—that is to say, within a circle having a radius of 50 miles or a diameter of 100 miles—the charge will be 5 cents for the first pound and 3 cents extra for each additional pound. A 10-pound package mailed on Manhattan Island, to be delivered on Manhattan Island, will cost 14 cents, while the same package mailed to Yonkers would cost 32 cents. And for each zone that is crossed the cost increases."

PROSPERITY FOR NEW YORK MOTOR-BUSES

Reports made in previous years as to the operating results of the company which maintains motor-buses on Fifth avenue have not indicated that a profitable business was being done. During the year ending June 30, 1912, however, of which a report is now at hand, a previous deficit had been followed by a net surplus of $48,120. The revenue for the year increased $44,136, and the operating expenses decreased $38,218. It is believed that the policy of economy and retrenchments under which the saving was effected did not impair the efficiency of the service. One notable item is the smaller cost of tires, the bill for which dropt from $67,570 to $45,124. Reduced to a unit basis, these figures show that the cost of tires per bus mile was only 3.13 of a cent, whereas last year it was 4.98. Other operating expenses fell off notably so that the total cost per bus mile fell to 36.86 cents from 43.724 cents for the previous year. One of the other reasons given for the reduced operating cost was the elimination of nearly $23,000 "idle" miles—that is, mileage made by buses in going to and from starting points, with few or no passengers for considerable distances. By means of new and more convenient garages and stations, this "idle" mileage, which in the previous year amounted to 28,388 miles, was reduced to 5,951. As to the notable decrease in the tire bill the following explanation is given:

"The reduction in the tire expense during the year ending June 30, 1912, is due to a combination of causes—lower prices of rubber, better tires, purchase of tires outright instead of purchase of mileage, better condition of street and road surfaces traversed, and a general improvement of operating methods. To what extent each of these factors contributed to the result it would be difficult to say, but it is only just to the companies who have supplied the tires to say that there has been a marked improvement in their product."

THE YEAR IN GOOD ROADS

The record of the year in the movement for better roads throughout the country is generally accepted as one for congratulations. New York seems to have acquired the banner place from the fact that the proposed bond issue for $50,000,000, in addition to the previous appropriations of equal amount was made secure. Pennsylvania follows next after New York, having proposed an appropriation also of $50,000,000, which it is believed the legislature will act upon favorably. California has already begun to expend money from a recent bond issue of $18,000,000, and Maine has authorized a bond issue of $2,000,000. Several other States have made appropriations in smaller amounts. Ohio, however, failed to approve of a proposed issue of $50,000,000 in bonds. Friends of the movement believe, however, that this action will soon be reconsidered, and have hopes that it may be reversed. Other items affecting the movement are contained in a statement just issued by the American Automobile Association:

"Of many conventions held during the year, two are noteworthy. The congress at Atlantic City brought together road-builders and road-users in enthusiastic cooperation. The first Federal Aid Good Roads Convention was held in Washington, in January, and out of it have already come results far-reaching and which give promise of greater things. The Federal Aid Convention formulated the proposal for the appointment of a Congressional committee to investigate and report upon the whole subject of Federal participation in highway construction. The resolution providing for such a commission was adopted by Congress, the commission was appointed, and is now at work. The Federal Aid sentiment, already strong in Congress, found further expression in the appropriation of $500,000 for the improvement of rural post roads. Good-roads enthusiasm, stimulated and crystallized by the A.A.A., with agricultural, business, and highway associations cooperating, has spread throughout the States, so that the beginning of 1913 finds the Federal Aid question not one of whether the Government shall spend national funds, upon roads, but as to the form which such appropriations shall take. The A.A.A., at its annual meeting, placed itself squarely on record as favoring the construction of a system of National Roads, and opposed scattering and piecemeal distribution of Government funds for purely local highways, work which properly devolves on the States, with county and township cooperation. Even tho there is little likelihood of the present Congress taking any important action on the subject of Federal Aid, the Joint Committee is busily engaged in collecting data and information upon which to base its report. The second Federal Aid Convention, to be held in Washington simultaneously with the beginning of the new Congress, will bring the organized motorists, farmers, and business men into closer cooperation with Congress, and undoubtedly will result in speedy action along Federal Aid lines. This belief that 1913 will see the beginning of a new national roads policy is strengthened by the fact that the new President has placed himself convincingly on record in favor of Federal Aid."

HEAVY TRUCKS ON STATE ROADS

The Highway Commission of New York, in fear that State roads may be seriously injured by heavy trucks, has undertaken to secure legislation by which trucks using these roads shall not with their loads exceed a certain weight. No definite bill seems yet to have been drawn up, but the commission is reported as in favor of excluding all trucks which bear on each axle a load greater than four tons. This regulation would apply to improved or restored roads. On some other roads the limit would be increased to eight tons per axle. It is anticipated that vigorous protests will come from makers and users of commercial vehicles. New York is not alone in contemplating the step. A similar movement is under way in Massachusetts, Pennsyl-

(*Continued on page* 40)

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ELECTRONIC REPRODUCTION PROHIBITED

Get These Things This Year in a "40" Car

Get all the features listed in the column at the right.

Don't be content with three forward speeds when the finest cars have four.

Insist on 4½-inch tires. A "40" car requires them.

Demand electric lights, center control, left side drive. Cars without them will soon be out of date.

Look for luxury and comfort—14-inch cushions, 50-inch rear seat, big springs.

Get big margins of safety. Every driving part should be 50% over-capacity.

You Can Get Them

You can get these things in high-priced cars. Few could be sold without them.

You can also get them in the Michigan "40" at $1,585.

You can get them because there are 72 makers building Forties now. The rivalry is fierce. And the Michigan this year, regardless of profit, intends to dominate this field.

It's a Cameron Car

Note that this car is not the product of some obscure engineer. It is built by W. H. Cameron, a man whose work is known all the world over. A man who has built 100,000 cars.

The body is designed by John A. Campbell, whose body designs have been chosen by kings.

Four years have been spent in perfecting this car. Scores of able men have given their best to it. And 5,000 Michigans have been put on the road to test out their 300 improvements.

The final result—the latest Michigan model—is one of the greatest cars of the day.

World-Wide Fame

This new-model Michigan, since September, has jumped into world-wide fame.

Experts have come here from 11 foreign countries, and from every part of America. They have left with us orders for sixteen million dollars' worth of 1913 cars.

They have selected the Michigan to compete in Europe with the finest foreign cars. And hundreds of American dealers have decided that no car in its class can compete with the Michigan.

These men know, and their verdict is decisive. If you do what they did—go into the details, make your comparisons—you are bound to agree with them.

We urge you to do that. It means to you a saving of hundreds of dollars if you want such a car as this.

Write for our catalog and name of local dealer. Then measure up the facts for yourself.

MICHIGAN MOTOR CAR COMPANY, Kalamazoo, Mich.

Owned by the Owners of the Michigan Buggy Company

Michigan "40"

$1,585

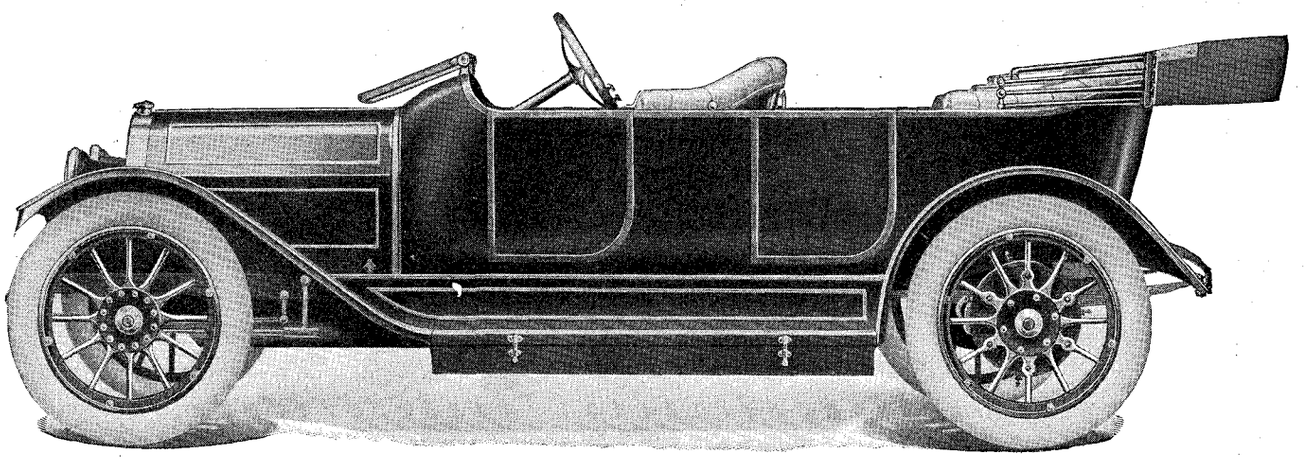
With All These Special Features

Four-forward-speed transmission, as used today in all the best foreign cars.
Oversize tires — 35 x 4½ inches—making the Michigan practically the only excess-tired car in America.
Electric lights—with dynamo.
Center control.
Left side drive—to which all the best cars are coming.
40 to 46 horsepower.
Cylinders—4¼ x 5¼ inches.
Brakes—extra efficient—drums 16 x 2¼ inches.
Springs—2¼ inches wide—front, 37 inches long; rear, 50 inches long.
Steering post adjustable. So are clutch and brake pedals; insuring perfect comfort and fit to every driver.
Shortsville wheels, with 1¾-inch spokes—12 to each wheel.
Demountable rims—Firestone quick-detachable, with extra rim.
Wheel base—118 inches.
Straight-line body, designed by John A. Campbell. Finished with 22 coats.
14-inch Turkish cushions — the deepest cushions, we believe, and the most comfortable in use on any car.
Rear seat 50 inches wide inside—22 inches deep. Doors 20 inches wide. Tonneau room 50 inches either way.
Nickel mountings.
Headlights—electric—12⅛ inches diameter, very powerful.
Sidelights — set in dash — flush with it.
Windshield built as part of body, easily inclined to any angle.
Mohair top, side curtains and envelope complete.
Electric horn.
Speedometer—$50, four-inch instrument.
Foot rail, robe rail, rear tire irons, tool chests, with all tools, under running boards.
Over-capacity. Every driving part made sufficient for a 60 horsepower motor.

Self-Starter

There is such a difference of opinion about the relative merits of the various types of self-starters that we have not adopted any one type as regular equipment. We prefer to leave this selection to the buyer.

However, we equip with either the gas starter or a positively efficient electric starter, at a very moderate extra price. (137)



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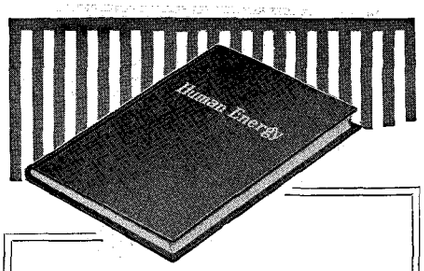

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My book explains the laws governing right exercise—some of them for the first time. It shows clearly and concisely why a few minutes daily of movements scientifically directed to reach your internal organs—all of which are muscular—will do infinitely more for your health and strength than hours of random exercise.

I offer it to you free, because I want you to understand the principles underlying The Thompson Course, which has brought thousands from uncertain health and inefficiency into fuller, more useful and serener life.

Sooner or later, you will adopt the principles of my Course—all men of sedentary life will. You will find "Human Energy" a real contribution to the science of making the most of oneself. It is startling, yet obviously true. Sending for it puts you under no obligation, except to read it as though it were written by a friend.

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Write for our illustrated booklet. Free.

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$1.00 Brings Them for Festive Feasting

Reymers' Chocolates! Very Best Chocolates! Made for Pittsburgh's millionaires — rare fruits, plump, perfect nuts, exquisitely flavored creams, each dipped in a thick, rich coating of pure, rich, sweet chocolate—

—The candy that makes every festive occasion complete—a treat for yourself—a treat for your friends—you will never find a more welcome gift.

A dollar bill in an envelope, with your name and address, and you make their acquaintance. If you wish us to prepay carrying charges, enclose 30 cents in stamps.

If you would like more information before you buy, drop us a postal for a little book that tells you how "R.V.B.'s" are made. We gladly mail it free.

Address REYMER & BROTHERS
237 Fifth Ave., Pittsburgh, Pa.
Dealers: Write for particulars of our Agency offer.

MOTOR-TRIPS AND CARS

(*Continued from page* 38)

vania, and New Jersey. Makers contend that, if the proposed legislation should be carried through, freight deliveries by large motor-trucks would be made impossible, and hence the business of factories which now make trucks of 3-, 4-, and 5-tons' capacity would be ruined.

INCREASING EXPORTS

Later statistics of exports from America of automobiles show continued increases. In September 1,590 cars were shipped, their value being $1,438,538. There was also exported in that month crude oil valued at $693,590; gasoline, $882,374, and tires, $292,809. A notable feature of the September report is that, in the cars sent to Great Britain, there was marked decline. This decline set in last August, and followed immediately after the raising of an alarm over the American "invasion." Great Britain is the only country which in September showed a decline. How great this decline was appears in the statement that in September, 1911, that country took 427 cars, while in September, 1912, it took only 153. The loss was more than overcome, however, by increases in shipments to other countries. Germany, for example, took 200 per cent. more cars than in the previous year, and France about 100 per cent more, while Canada increased still more.

For three years there has been a steady increase in exports of American cars. Even in England the sudden drop in August, 1912, and continuing into September, was not able to produce for the year a decline. With these losses counted, the figures still show that Great Britain in 1912 took 1,379 more cars than during the same period in 1911. *Automobile Topics* presents further interesting items on this subject:

"The greatest proportional increase in Europe came from Germany, as was the case in August. The Germans jumped from 90 cars in the nine months of 1911, to 347 in the same period of 1912. Besides cars going to foreign countries, machines were also shipped to the various possessions. Hawaii took 37 automobiles last September as against 15 in the same month of 1911. The Porto Rican demand increased by three machines, from 23 to 26. Of all the possessions, the Philippines made the greatest increase, jumping from five cars in September, 1911, to 54 in that month of this year. Alaska took one car, valued at $2,000.

"In the past the great increase in exports has usually, almost invariably, been accompanied by a decrease in the imports of foreign automobiles into the United States. This was the case last August, but in September there was an increase of 21 machines. During September, 1911, the imports numbered 62 machines, valued at $137,253, making the average value of each machine $2,214. During September, 1912, the figures rose to 83 cars, value $165,646, average $1,995. The nine months' figures, however, show a decrease. This is of only 54 machines, and may be wiped out if the imports continue to increase.

"France was responsible for the greatest part of this increase, sending 48 automobiles to the United States during last September, as against only 18 in the same month last year. Italy jumped from 13 to 22, and Germany from 3 to 5. The other countries had small losses.

"The average figures show that France is importing cars valued at about $2,271 each, and that this value is practically stationary. Italy's imports, however, had an average value of $1,847 in September, 1911, and of $1,380 in that month of this year, thus showing that the cars from that country are of lower price than formerly. The total figures for the nine months, however, show that the imported car value is sticking pretty close around $2,277, the average for the first nine months of 1912.

"Oil continues to occupy an important position in the export trade, tho there was a decrease in the exports during September. In that month of 1911, crude oil in the quantity of 22,155,772 gallons, value $540,931, was exported, while in September, 1912, the quantity was 17,801,961 gallons, value $693,590. It is to be noted that while there was a decrease in quantity of over 5,600,000 gallons, there was an increase in value of over $150,000, so that these figures really represent an increase in exports.

"Gasoline was exported to the tune of 7,045,532 gallons, value $882,374, during last September. No figures on the exports of this fluid were kept in 1911.

"Automobile tires figure in September exports to the value of $292,809 in 1912, and of $226,451 in 1911. The first nine months of 1911 saw tires to the value of $1,941,773 leave the country, while during the corresponding period this year the value had increased to $2,533,635.

"Automobile motors showed an increase, 517 being exported during last September, as against 379 in the same month last year. The values were $110,068 and $44,147, respectively. During the first nine months of this year, 6,833 motors, value $834,203, were exported. No comparative figures on the same period last year are available.

"Carriage and automobile leather figured in the exports to the value of $5,128 in September, 1912, and to $6,904 in the same month of 1911, this showing a decrease. The nine months' figures also show a decrease, from $83,834 in 1911, to $73,495 in 1912."

MOTORING IN THE OLD BAY STATE

The Highway Commission of Massachusetts, in closing its fiscal year on November 30, presents figures to show a decided increase in the motor industry over the previous year. Nearly $650,000 was received by the State from motorists, while to municipalities it is believed that in taxes motorists paid a further sum of $1,500,000. From these figures it is argued that the motor industry alone in Massachusetts could build at least 200 miles of State highways. The gain for the year in the number of cars was somewhat more than 10,000. Further items are presented as follows in *Motor Age:*

"In 1911 there were 38,907 cars registered from which the commission got $380,760, while this year 50,132 machines were put on the books for which $492,482.50 was collected. This shows that the big revenue, of course, comes from the motor-cars. The manufacturers and dealers helped to swell the fund, too, for last year, with only 870 of them, the State got $24,849, while for 1912 the figures show a gain to 1,114, from which $27,157.50 was secured. This does not include $5,000 for additional number plates for dealers.

"Next in importance in revenue comes the operators' licenses that brought in this year $29,386 compared with $22,122 in 1911. The renewals of licenses was good for $16,127.50 this year, against $12,672.50 last year. The chauffeurs poured in $11,140 for licenses and $7,063.50 for renewals, while a year ago the figures were $8,366 and $5,680.50, respectively.

"Then there were the examinations that were good for $14,036, while in 1911 $12,274 was received. The increase averages

(*Continued on page* 42)

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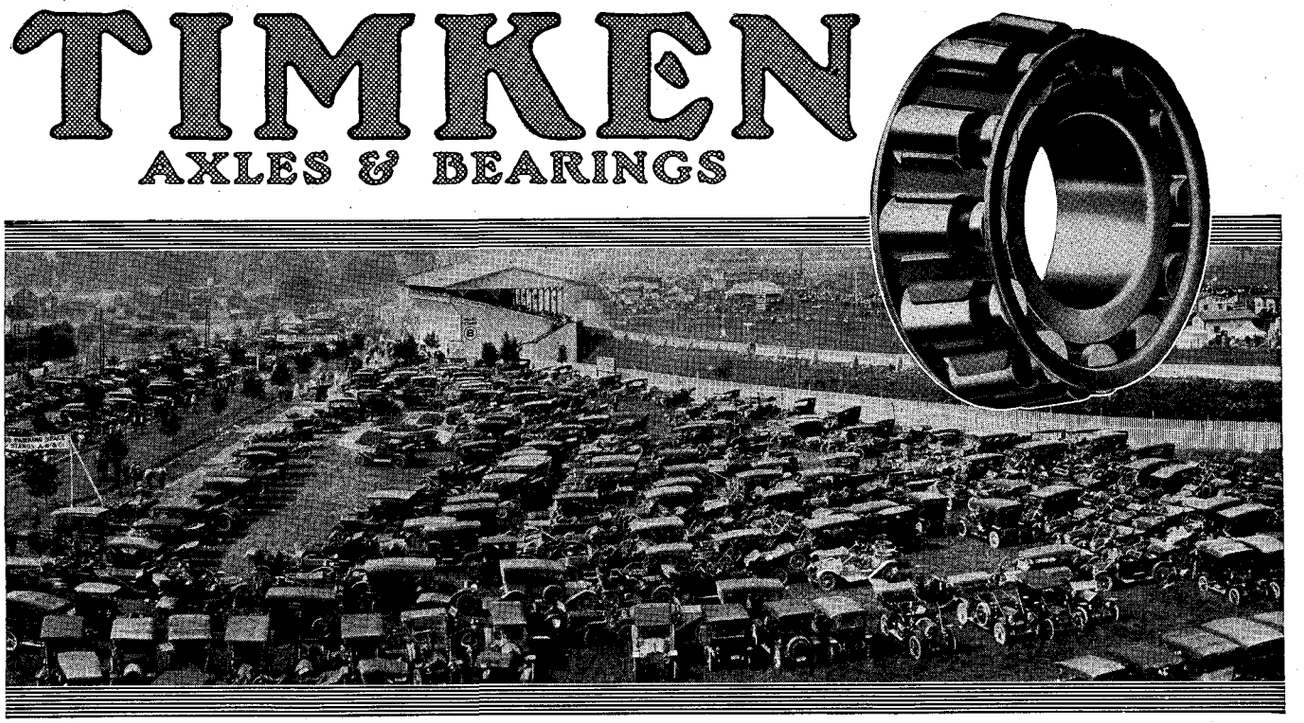
TIMKEN
AXLES & BEARINGS



Read Your Answer in the Cars

DO Timken principles of axle and bearing construction work out in practise? Are their merits acknowledged by the leading motor-car builders?

These questions are natural and just. You have read the Timken stories of axle and bearing importance in previous advertisements.

You have felt, as you read, that Timken principles were right, that they must have proved right on many a steep hill and stony road.

Nor did you err, for hundreds of thousands of Timken-equipped motor-cars, pleasure and commercial, are daily demonstrating the worth of Timken principles and Timken construction.

At the points of severest service—there you are most likely to find Timken Equipment

Because front axles and the bearings on their spindles *must* stand up to the tests of every day travel and meet the emergencies, builders of good cars dare not take chances at these vital points.

On the right are listed nearly all of the cars using Timken Tapered Roller Bearings and Timken-Detroit Axles. Among them, you will agree, are most of the best known and highest grade cars made in the country.

All of the makes of cars listed here use Timken Bearings or Axles on one or more models, throughout or in part.

To be specific, 97¼% of all these cars have Timken Bearings at the points of severest service—on the spindles of the front axle.

In addition to that, 93⅛% of the entire list have Timken Axles or Bearings at all or some of the following points: rear axle, rear wheel bearings, differential and pinion-shaft bearings, transmission bearings, commercial rear axle and jackshaft, and their hubs and bearings.

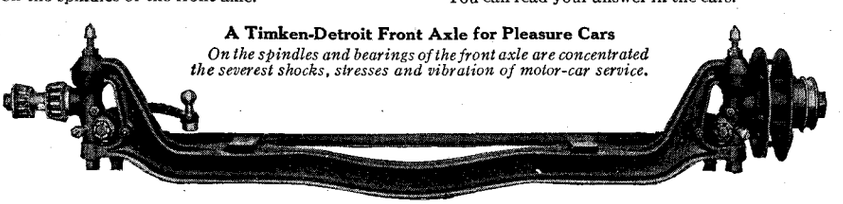
Also 61⅛% of the pleasure cars and 72⅛% of the commercial cars listed at the right have Timken-Detroit Axles, front or rear or both.

Coming back, then, to the questions: "Do Timken principles of axle and bearing construction work out in practise? Are their merits acknowledged by the leading car builders?"

You can read your answer in the cars.

A Timken-Detroit Front Axle for Pleasure Cars

On the spindles and bearings of the front axle are concentrated the severest shocks, stresses and vibration of motor-car service.



THE TIMKEN ROLLER BEARING CO.
Canton, Ohio

THE TIMKEN-DETROIT AXLE CO.
Detroit, Mich.

Below are listed most of the cars using Timken Tapered Roller Bearings and Timken-Detroit Axles throughout or in part:

PLEASURE CARS

Abbott-Detroit — Amplex — Atlas-Knight — Bartholomew — Buffalo Electric — Cadillac — Case — Chalmers — Chicago Electric — Colby — Cole — Columbia — Columbus Electric — Crawford — Cunningham — Detroit-Electric — Diamond-T — Dorris — Edwards — Flanders — Franklin — Great Eagle (U. S. Carriage Co.) — Haynes — Kissel-Kar — Knox — Lexington — Locomobile — Lozier — Marion — Marmon — Mason — Mason-Seaman Taxicab — Matheson — Maxwell Special — Middleby — Mitchell — Moline — Moon — Moyer — National — Overland — —Packard — Palmer-Singer — Peerless — Pierce-Arrow — Pope-Hartford — Premier — Pullman — Rauch & Lang — Reo — Reo (Canada) — Russell (Canada) — Shaw Taxicab — Simplex — Speedwell — Stafford — Stanley Steamer — Stearns-Knight — Stoddard-Dayton — Stutz — Thomas — Tudhope (Canada) — Velie — Walker — Waverly Electric — Westcott — Winton — and many others.

COMMERCIAL CARS

Ahrens Fox Fire Engine — Alco Truck — American-La France Fire Apparatus — Atlantic Electric — Atterbury — Autocar — Avery — Baker Electric — Bessemer — Bronx — Cass — Commercial Truck of America — Dayton Auto Truck — —Detroit-Electric — Dorris — Federal — Four Wheel Drive — Garford — General Vehicle — Grabowsky — Gramm (Lima) — Gramm (Canada) — Gramm-Bernstein — Harrison — Hewitt (International Motor Co.) — Ice Mfg. Co. "A. I. C." — Kissel-Kar — Knickerbocker — Knox — Lansden Electric — Lewis — Lippard-Stewart — Locomobile — Lozier — Mack (International Motor Co.) — Mais — Marathon — Martin — Mather Funeral Car — Moeller — Mogul — Moore — Mooreland — Morgan — Oliver — Packard — Packers — Peerless — Pennsylvania R. R. — Pierce-Arrow — Pope-Hartford — Randolph — Rapid — Reliance — Reo — Rowe — Sampson — Schacht — Seagrave Fire Apparatus — Speedwell — Standard — Sternberg — Stewart — Stewart Iron Works — Studebaker — Toledo — Transit — U. S. Truck — Universal — Velie — Victor — Vulcan — Walker — Ward — Waterous Fire Apparatus — Waverly Electric — Webb Fire Apparatus — Wilcox — Woodworth — and many others.

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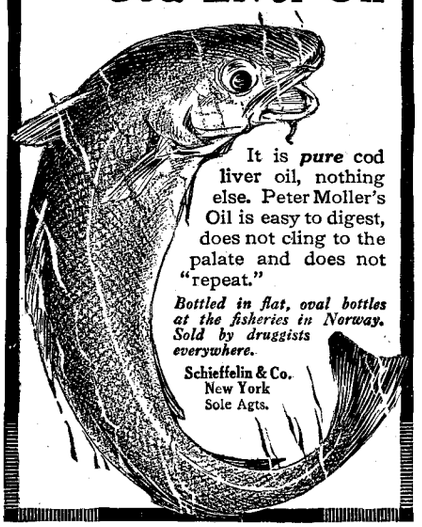
"Free from Disagreeable Taste and Odor"
Peter Moller's Cod Liver Oil



It is *pure* cod liver oil, nothing else. Peter Moller's Oil is easy to digest, does not cling to the palate and does not "repeat."

Bottled in flat, oval bottles at the fisheries in Norway. Sold by druggists everywhere.

Schieffelin & Co.
New York
Sole Agts.

THE BEST LIGHT

BEST BY TEST

makes and burns its own gas. Costs 2c. a week to operate. No dirt, grease nor odor. A pure white light, more brilliant than electricity or acetylene. None other so cheap or effective. Agents wanted. Write for catalogue and prices.

THE BEST LIGHT CO.
92 E. 5th Street, Canton, O.

BROWN'S Bronchial TROCHES
Save the Voice
Save the lungs. Relieve hoarseness and coughing spells. 25c, 50c, $1.00. Sample Free.
JOHN I. BROWN & SON Boston, Mass.

Eat Your Way To Health
Reliable authorities tell us that Constipation is the primary cause of 97% of all diseases
Quit Drugs and Dope. Try Nature's Way
Eat with your regular meal a little of
TYLER'S MACERATED WHEAT
A combination of macerated wheat, nuts, fruit, and other wholesome corrective foods. Possesses all the organic vitality your blood and nerves demand. Will aid digestion and give you a natural, normal appetite.

Send 2c stamp for Raw Food Book and Health Guide, or send 25c for Book and 12 oz. can of the Food, postpaid. Write today.
Byron Tyler, Food Spec'list, 71 Syndicate Bldg., Kas. City, Mo.

6% DIVIDEND COUPON CERTIFICATES
PAYABLE ON DEMAND AT ANY TIME
THESE certificates are issued in even multiples of $100.00.
They bear dividends at the rate of **6 per cent** per annum, payable semi-annually from the date of issue.
They also participate in an additional dividend at the end of each five years.
They are amply secured by first mortgages on homes; part of the principal and all of the interest being paid back to us each month.
We are the oldest Savings Association in this State. Under strict supervision of the State Building and Loan Examiners. Many of the best business men in this country are placing their savings with us. There is no cleaner or safer investment.
Send for booklet.
$5.00 saved monthly. $1,000 at maturity.
INDUSTRIAL BUILDING AND LOAN ASSOCIATION
22 Jacobson Building, Denver, Colo.

MOTOR-TRIPS AND CARS

(*Continued from page* 40)

about 25 per cent. all along the line, and the figures are worth studying by any one who has an idea that the motor industry has reached its top notch and that the sales are dropping off.

"In looking over the figures it shows that the low-powered cars, coupled with the medium-powered ones, are the more numerous. Of course, this is to be expected, for the prices of many cars are graded according to the power. It is somewhat of a coincidence to find that this year there were within a few hundred cars rating under 30 horse-power registered as there were of all classes a year ago. The cars under 20 horse-power getting the $5 rate totaled 15,774. Those between 20 and 30 getting the $10 rate numbered 22,265."

FEW CHANGES IN FRENCH CARS

Interesting items from the Paris automobile show are printed in *Motor Age*. Such changes as have been made are moderate. In designs nothing startling has occurred. While horse-power has not in itself increased, piston-strokes have done so, and hence horse-power has actually gone up a little in consequence of a larger cylinder capacity. The average horse-power stands at sixteen, which is slightly in excess of that of two years ago. The average cylinder bore in 4-cylinder models is 3.10 inches. Very few cars are being made with more than four-inch cylinder bore. The largest number of French cars are built with motors of 2.9 inches. Six-cylinder motors are not increasing in number. One firm which makes a specialty of this type has built more sixes than fours, but other firms have not. Several firms, which heretofore have built a few sixes, have now abandoned them. Factors which have worked against the increase of sixes are improvements in the flexibility of fours and the increasing cost of fuel.

Her Needs.—HE—"She has everything she needs to make her happy."

SHE—"But it's the things she does not need that a woman needs to make her happy."—*Rochester Times.*

A Wasted Example.—An old lady, leaving church after a service which had been attended by a crowded congregation, was heard to say: "If everybody else would only do as I do, and stay quietly in their seats till every one else has gone out, there would not be such a crush at the doors!"—*Milwaukee Sentinel.*

Mistaken. — SMITH — "How did you come to break your resolution to quit smoking?"

ROBINSON—"Well, you see, when I made the resolution I was positive my wife was going to give me a box of cigars for Christmas. She made it neckties instead."—*Judge.*

Easy.

Said the bald-headed man to the waitress bold,
"Look here, woman! My cocoa's cold!"
She replied scornfully, "I can't help that!
If the blamed thing's chilly, put on your hat."

—*Judge.*

CURRENT POETRY

MOST modern writers of verse about children think it necessary to write in a peculiar dialect copied for the most part from the works of Eugene Field and James Whitcomb Riley, and bearing no resemblance to the speech of any normal human being. They do this not only when the poem is supposed to express the child's emotions and ideas, but also when the child is merely the subject of the poem. Admirable exceptions to this rule are the child-poems of the Rev. Michael Earls, S.J., contained in his book, "The Road Beyond the Town" (Benziger). Since the publication of Stevenson's "A Child's Garden of Verse" there have been few poets with a closer sympathy with children and a greater skill in putting that sympathy into verse. There are many admirable things in Father Earls' book—musical laments for the country of his birth, descriptions of ardent devotion—but the poems about children stay longest in the reader's memory. We quote one of them below, and we give also a tribute to the late Father Tabb that is good criticism as well as good verse.

An Autumn Rose-Tree

By MICHAEL EARLS, S.J.

It seemed too late for roses
When I walked abroad to-day,
October stood in silence,
By the hedges all the way,
Yet did I hear a singing,
And I saw a red rose-tree:—
In fields so gray with autumn
How could song or roses be!

Oh, it was never maple
Nor the dogwood's coat afire,
No sage with scarlet banners,
Nor the poppy's vested choir:
The breeze that may be music
When the summer lawns are fair
Will have no heart for singing
In the autumn's mournful air.

As I went up the roadway,
Under cold and lonely skies,
A song I heard, a rose-tree
Waved to me in glad surprize:—
A red cloak and a ribbon,
(Round the braided hair of jet)
And redder cheeks than roses
Of a little Margaret.

Now God is good in autumn,
He can name the birds that sing;
He loves the hearts of children
More than flowery fields of spring:
And when the years of winter
Gray with Margaret will be,
God will find her love still blossom
Like a red rose-tree.

On a Fly-Leaf of Father Tabb's "Lyrics"

By MICHAEL EARLS, S.J.

No booming cataracts of song
Entrancing thrilled thy little lyre,
Nor Alpine heights where visions throng,
Full of a poet's wild desire;
But common things across the mead
Gave minstrel wisdom to thy heart;

(*Continued on page* 44)

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What Shows Don't Show

By R. E. Olds, Designer

You'll see the new model of Reo the Fifth at your local Automobile Show.

It will strike you as beautiful, luxurious, roomy—having every final touch.

But here are things you can't see. And they mean, in the end, more than all that shows.

Tire Mileage

Tires on a car form the chief item in upkeep. Tire-saving means more than all other savings together. Every old motorist knows this.

So this year I add 30 per cent to my tire cost, to add 65 per cent to the average tire mileage. I give you tires 34 x 4. Compare them with rival cars.

The usual tires on this type of car would more than double your tire cost, so tire makers say.

No Possible Flaws

The steel in this car is twice analyzed, to make sure it accords with my costly requirements.

The gears are tested in a crushing machine, to prove that each tooth will stand 75,000 pounds. This test is usually made with light hammers.

The springs are tested in another machine, to stand 100,000 vibrations.

I use in this car 190 drop forgings. The average cost is twice that of steel castings.

But they give me lightness and strength. And hidden flaws can't occur in drop forgings.

The various parts of this car get a thousand inspections. Thus all the uncertainties are completely eradicated in building this Reo the Fifth.

No Broken Bearings

I use in this car 15 roller bearings, 11 of them Timken, 4 Hyatt High Duty.

They cost five times as much as the usual ball bearings. But good roller-bearings don't break under strain.

No Overtax

It's the sudden shock which shows up a car's weakness, not the ordinary tests. And sudden shocks will come.

To withstand them, I give to axles and driving parts 50 per cent over-capacity. I have made them all ample for a 45-horsepower car.

To prove them out, I ran one of these cars for 10,000 miles, at top speed on rough roads. I met at its worst every possible road shock, and not one important part gave out.

I use 14-inch brake drums. I use 2-inch, 7-leaf springs. I use costly steels — chrome nickel, vanadium, manganese — all to ward off an overtax. I place cost below safety in this Reo the Fifth.

No Troubles

That isn't quite true. All machines have their little troubles. But I've gone to the limit to save trouble with this car.

Each engine is tested 20 hours on the blocks, and 28 hours in the chassis. There are five long-continued tests.

My carburetor is doubly heated—with hot air and hot water—to save the troubles with low-grade gasoline.

I use a $75 magneto to save ignition troubles. I use a centrifugal pump, instead of a syphon, to insure the water circulation. That costs about $10 extra.

Cars are built slowly and carefully, parts ground over and over. I limit my output to 50 cars daily, so nothing shall be slighted.

No Skimping

To make the car show my infinite pains, I give equal care to the finish.

The body has 17 coats. The luxurious upholstering is of genuine leather, filled with the best curled hair.

There are three electric lights, and the dashboard lights are flush. And the whole car, even under the hood, is fully nickel-trimmed.

Center Control

Our center control is exclusive to this car. All the gear shifting is done by one small handle, completely out of the way. It is done by moving this handle only three inches in each of four directions.

Both brakes are operated by foot pedals. So no levers at all clog the way of the driver. And this permits of the left side drive.

No other center control will please a man who once discovers this.

Add $200 to My Cost

These extremes, I figure, add $200 to the necessary cost of this car.

They cut down our profits. They force us to factory efficiency. They compel us to build every part ourselves. And, to minimize cost, we build only one chassis.

But these things save users from three to ten times what it costs me to give them to you.

They insure to you safety, economy, comfort. They insure to me that reputation I have spent 26 years in acquiring.

I find that car users, more and more, are coming to look for this class of car. Our output is always much oversold. And this year, with 60,000 excellent cars to my credit, the demand will be greater than ever.

A thousand dealers are now ready to show this new model of Reo the Fifth. Our 1913 catalog is also ready. Write us for it now.

30-35 Horsepower

Wheel base— 112 inches

Tires— 34 x 4 inches

Center Control

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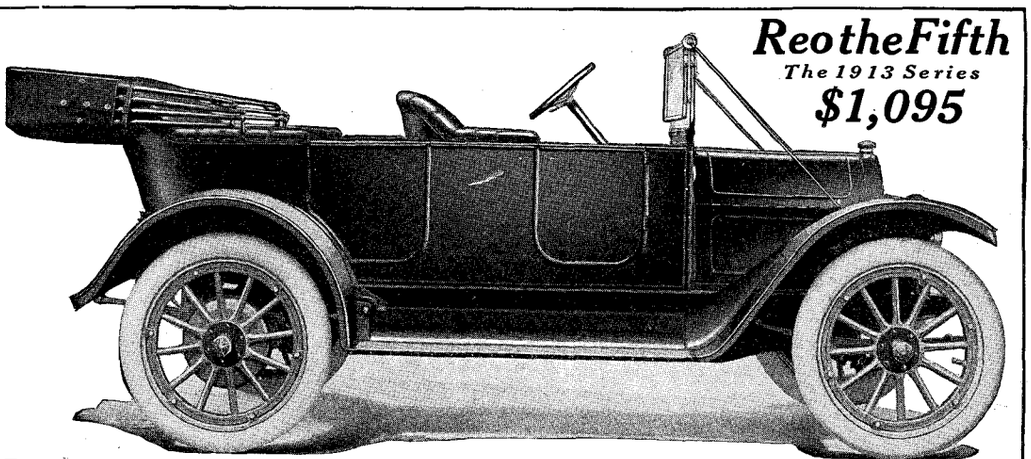
Speed 45 Miles per Hour

Made with 2 and 5 passenger Bodies



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The 1913 Series
$1,095

Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, gas tank for headlights, speedometer, self-starter, extra rim and brackets—all for $100 extra (list price $170)

R. M. Owen & Co., General Sales Agents for **Reo Motor Car Co., Lansing, Mich.**

Canadian Factory, St. Catharines, Ont.

(136)

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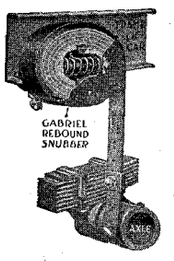
As Necessary as Top or Windshield

GABRIEL Rebound Snubbers



THE top protects you when it rains; Gabriel Snubbers protect you when you strike rough roads—and save your car from racking itself to pieces, besides

The dealer who tells you that you don't need Snubbers is the same man who used to claim you didn't need top or windshield—"because it only rained once in a while."

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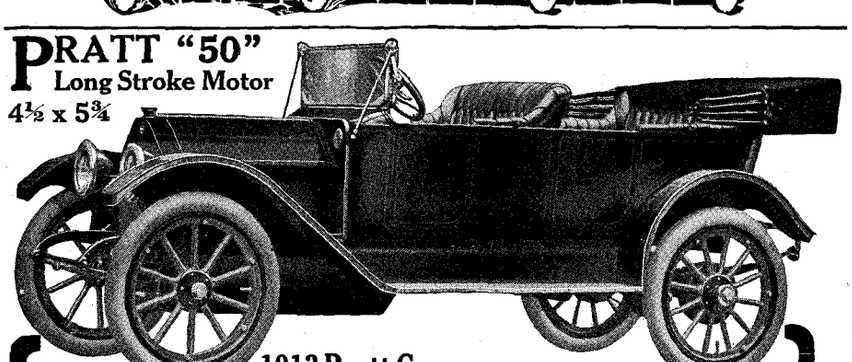

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FULL EQUIPMENT

Gray & Davis Electric Starting and Electric Lighting. Bosch Magneto 11-in. Upholstery

CURRENT POETRY

(*Continued from page 42*)

Now fronded fern and elfin seed
Wear well the halo of thine art:
As if dead leaves on beechen trees
So pitiful 'neath wintry skies,
Should feel this wind an Easter breeze
And rise a June of butterflies.

The following verses from Bliss Carman's "Echoes from Vagabondia" (Small, Maynard & Co.) have a romantic courage much like that of "Gamelbar," but they express more of a symbol and less an episode than does that poem.

The Dreamers

By Bliss Carman

Charlemagne with knight and lord,
In the hill at Ingelheim,
Slumbers at the council board,
Seated waiting for the time.

With their swords across their knees
In that chamber dimly lit,
Chin on breast like effigies
Of the dreaming gods, they sit.

Long ago they went to sleep,
While great wars above them hurled,
Taking counsel how to keep
Giant evil from the world.

Golden-armored, iron-crowned,
There in silence they await
The last war—in war renowned,
Done with doubting and debate.

What is all our clamor for?
Petty virtue, puny crime,
Beat in vain against the door
Of the hill at Ingelheim.

When at last shall dawn the day,
For the saving of the world,
They will forth in war array,
Iron-armored, golden-curled.

In the hill at Ingelheim,
Still, they say, the Emperor,
Like a warrior in his prime,
Waits the message at the door.

Shall the long enduring fight
Break above our heads in vain,
Plunged in lethargy and night,
Light the men of Charlemagne?

Comrades, through the Council Hall
Of the heart, inert and dumb,
Hear ye not the summoning call,
"Up, my lords, the hour is come!"

There is a wholesome strength in all the later work of Ernest Rhys, particularly noticeable in this ballad, which we take from *The English Review*.

The Ballad of the Homing Man

By Ernest Rhys

He saw the sun, the Light-giver, step down behind the oak,
And send a tawny arrow-shaft along the engine smoke.

He saw the last brown harvester lift up from mother-earth
The sheaf that holds a mystery—the seed of death and birth;

And like a place in Paradise, the empty stubble-field
Waited, to watch the hock-cart go, with the children she did yield.

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He saw far-off the homing crows sail into mottled sky—
Saw horse and horseman flag and tire, and trees like men go by.

He saw a woman close a door upon the warm fire-light
That open is the brow of day, and closed the shade of night.

He saw above the sallows the first lamps, lemon-hued,
Lead out the painted suburb into the hazel wood.

He saw the bobtailed rabbits above the stone-man's pit,
Where the years went, as the trains go, all unaware of it.

Another mile, the roofs begin; the rigid wilderness,
The smoke, the murky omens, upon his heart-beat press.

The nightfall of the townsfolk, the ferment of the place,
Work like sharp ichor in his blood, like salt reek in the face.

But where the fields are fragrant and the moody town is pass'd,
There is a house, an open door; a face, a fire, at last.

"Three voices in a doorway," he says—"a woman's form,
"And a lighted hearth behind her, can make a desert warm:

"And what is Heaven but a house, like any other one,
"Where the homing man finds harbor, and the hundred roads are done?"

Here is a grimly effective picture which appeared in the December *Masses*—a magazine which has been greatly improved by its new management.

At the Aquarium

By Max Eastman

Serene the silver fishes glide,
Stern-lipped, and pale, and wonder-eyed!
As through the aged deeps of ocean,
They glide with wan and wavy motion.
They have no pathway where they go;
They flow like water to and fro.
They watch with never-winking eyes,
They watch with staring, cold surprize
The level people in the air,
The people, peering, peering there,
Who wander also to and fro,
And know not why or where they go,
Yet have a wonder in their eyes,
Sometimes a pale and cold surprize.

The thought of the following poem (from *The Westminster Gazette*) is somewhat reminiscent of Tennyson, and the phrasing is turned with a skill almost equal to his.

My Faith

By E. Crawshay-Williams

We in this weary world,
Beset with littleness and steeped in strife,
Tortured with doubt and dreamings unfulfilled,
Never at one with longing and with life,—
How can we help, in such black darkness hurled,
But ask to what sad end that world was willed?

Yet, turn we from the sorry-seeming show,
Face the blue seas and the glad hills and sky,
Look inward and confront our naked soul
(Poor soul, that from its heaven sinks so low!
Great soul, that from the gutter looks so high!)
And asks what all this mystery can tell,
Star calls to star and pole to sundered pole.
"All's well!"

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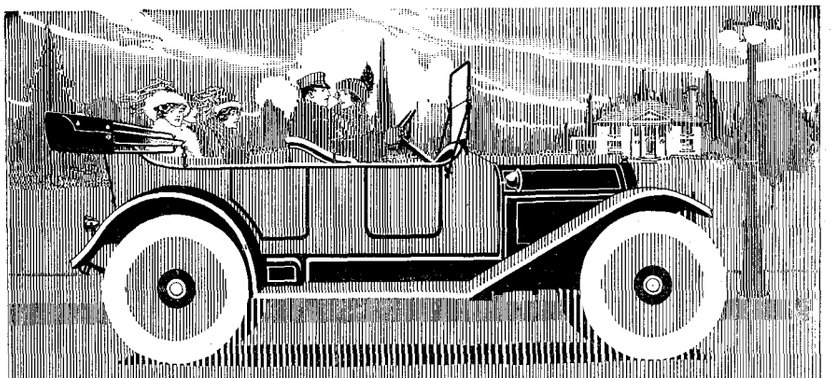

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PERSONAL GLIMPSES

CANNON'S BRUSH WITH O'HAIR

FRANK T. O'HAIR, the man who tied the can to Cannon, or, in other and more dignified words, the rising young Democratic statesman who defeated former Speaker Joseph G. Cannon for reelection to Congress from the Eighteenth Illinois District, has all the fighting proclivities of a village blacksmith's bulldog. The habit, which was born in him, began to develop back in the days when as a youngster in "short pants" he had to rout big nests of yellow-jackets and bumble bees from the fields where his father made him grub up persimmon sprouts, and it put him on the front pages of all the newspapers when at the recent election he forced the field-marshal of the "Old Guard" into retirement. Any man big enough to vanquish the veteran "standpatter" in a reasonably well-balanced struggle would naturally command considerable attention, but one capable of "gum-shoeing" him in an unequal contest must be looked upon as a rare bird in the political forest. O'Hair's career is a story of interesting ups and downs—with the ups in the majority, of course—if we are to believe all the St. Louis *Republic* says about him. To begin:

Out in the woods of Edgar County, Illinois, Frank T. O'Hair was born something like forty-two years ago. His parents were humble Irish folk. He attended one of those old-fashioned country schools where the pupils drank at the branch and caught rabbits at recess.

He devoured all the knowledge that was handy out in the little red schoolhouse, and was seized with a desire to become a lawyer. So he went over to De Pauw University. There he wrestled with Blackstone, Chitty, Kent, and others of the illuminating luminaries of the English common law, as well as with Green on Torts, somebody else on Evidence, and so on down the way that leads to a lawyer's license.

Then he came back to Edgar County. Paris is the capital of Edgar County, and lawyers must hover near the courthouse. So Frank O'Hair settled down in Paris and went after a share of the line-fence disputes, disturbances of public worship, and other pickings of the rural lawyer.

They say that Frank O'Hair is a hard worker. Anyway, he managed to get his share of the legal practise in Edgar County and vicinity. He began to cross over into Indiana and make something of a name for himself. All the while, way back in some of his remoter brain cells, he was subconsciously figuring out the ways and means of landing in politics with both feet.

For nearly forty years a Democrat, with Congressional ambitions in the Eighteenth Illinois District, had about as much chance as "a bound boy at a frolic." Uncle Joe was the whole thing. He had held the seat so long he was apparently anchored there for the remainder of his natural life. Ambitious young Democrats rose up and attempted to swat him, and he smothered

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them under an avalanche of straight Republican ballots.

It was good to be an Uncle Joe and to live in the Eighteenth Illinois. It was mighty tough, tho, on the ambitious young shoots of Democracy who burned and yearned to serve their country in the halls of Congress. All the while Frank O'Hair was plugging along, making friends and walloping his enemies right mightily.

Up in Paris, Ill., they love to take the stranger aside and tell him about the time Frank O'Hair wanted to be mayor of the town. The Parisians of Paris, Ill., date all succeeding political history from that election.

This was some years ago. In fact, it was just at the time when O'Hair was courting the lady who became his wife.

Miss Ruth Huston had at that time seriously engaged young O'Hair's affections. It was most unfortunate that her father, D. D. Huston, should happen to want to be mayor just when O'Hair had set his heart on that job.

This fighting O'Hair person simply sallied into his future papa-in-law and made that gentleman's fur fly. Huston stood it for a while, and then he waxed peevish.

He called his daughter before him and intimated that the less he saw of young O'Hair around the place the better he would be pleased. When the young woman protested, Father Huston simply forbade O'Hair to show himself on the Huston premises.

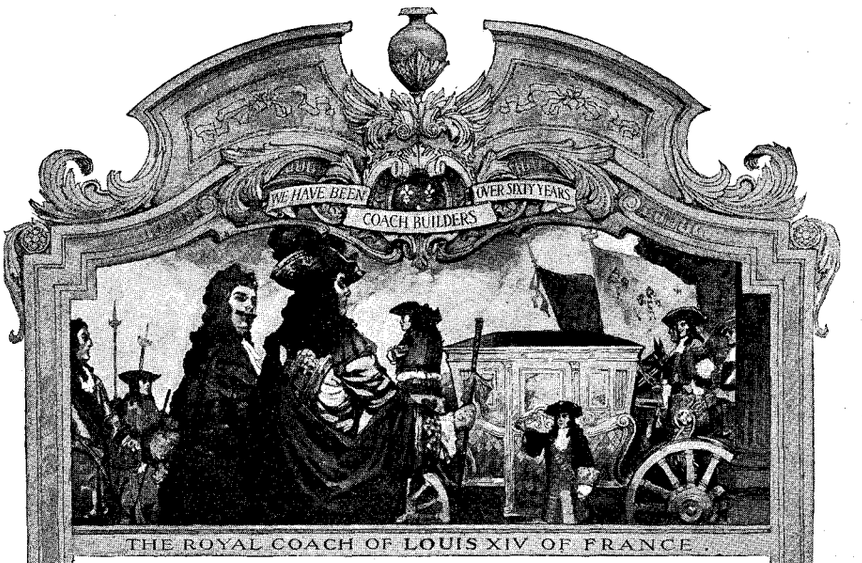
O'Hair had to abide by the decision, too, but the way he went after Huston was a caution to all irate fathers whose daughters were in love with politicians. It was the most exciting time in Paris since Sumter was fired on back in '61. When all other subjects of conversation fail in that town, they can always go back and discuss the O'Hair-Huston fight in 1894.

It turned out all right in the end. Huston gave his young adversary a sound licking at the polls, and then O'Hair turned round and married his daughter. The two men are good friends now, and if they were not the little Miss O'Hair would make them so. Her picture stands on her father's desk, and he carried it with him over every mile of his Congressional campaigning. It will go with him to Washington.

"Uncle Joe" was not alarmed when, two years ago, the Democrats elected a majority in the House. For many years the bosses of both parties in the Eighteenth District had had a sort of mutual understanding that Cannon was to continue as Congressman, and, unmoved, he went his way, glorying in his standpatism. Seeing this, O'Hair took heart and girded himself for the fray. Democratic voters who had grown tired of the old interlocking machines started a general house-cleaning and turned a number of bosses out in the cold. We read on:

Everybody knew Frank O'Hair. He had been voting the ticket right along all these years, and had managed to keep clear of a Democratic factional war that was smoldering in the northern counties.

O'Hair says now that he hardly hoped to win when the campaign started. Uncle Joseph was something of an opponent. He



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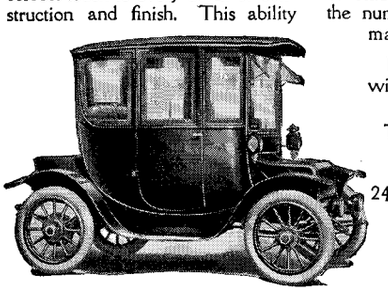

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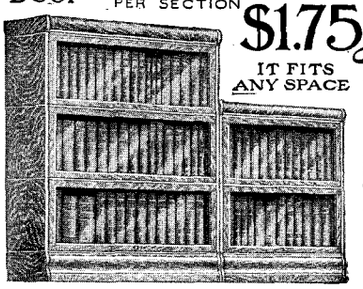

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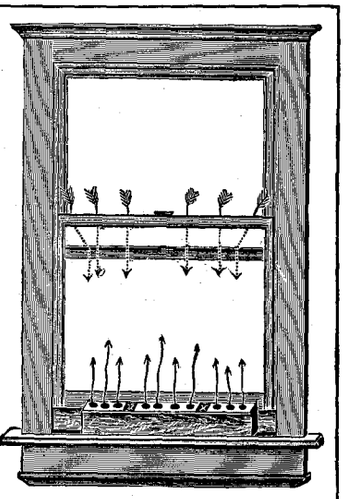

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Start Any Motor on First Quarter Turn

You must prime your motor in the winter—there's no alternative.

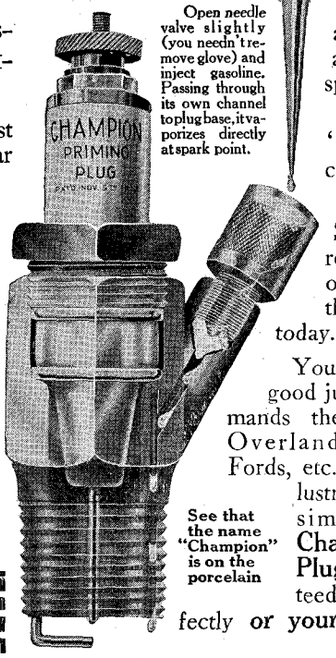
Cold chills the gasoline; it won't expand upward.

You can't send the best possible spark down far enough to fire it.

Present low test gasoline makes the problem still harder.

Champion Priming Plugs produce a rich mixture **right at the firing points**—then shoot a hot, sizzling spark right into it.

You can't get the same results with priming cups; they can't be placed close enough to the spark plug.



Open needle valve slightly (you needn't remove glove) and inject gasoline. Passing through its own channel to plug base, it vaporizes directly at spark point.

See that the name "Champion" is on the porcelain

The Champion Priming Plug combines a perfect primer and a perfect spark plug.

And it won't "soot up" or leak compression.

Champion Spark Plugs are regular equipment on nearly 70% of the American cars today.

You can trust the good judgment that demands them for all the Overlands, Michigans, Fords, etc., etc. The illustration shows the simplicity of the **Champion Priming Plug.** It is guaranteed to work perfectly **or your money back.**

Champion Spark Plug Co.,
TOLEDO, OHIO

Herewith find $5 remittance for which send me four Champion Priming Plugs prepaid.

My car is a.....of the year.....

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Sold everywhere at $1.25 each. If your dealer is not yet supplied, use the coupon and send us $5 in any safe form, for a set of four Champion Priming Plugs—prepaid.

Champion Spark Plug Company
105 Avondale Ave., Toledo, Ohio

had been traveling back and forth to and from Congress for nearly forty years. He knew thousands of voters by their first names. He was kissing babies over the Eighteenth Illinois District back in 1870.

Then O'Hair went into the game. The fighting Irishman started up and down the district swinging facts as his ancestors swung their blackthorns at Donnybrook. His words were shillalahs that cracked Republican heads. He mishandled Uncle Joe shamefully.

From time to time O'Hair would desert the stump and go wandering up and down the highways and byways of the Eighteenth District. While Cannon was shrieking and quavering bundles of dry-as-dust statistics at his hearers O'Hair would be sitting on some farmer's rail fence telling him all about himself. Uncle Joe's whiskers would quiver with rage when he heard of new inroads among his forces out in the back townships.

All the time a little Irishman, in a rusty old suit and a slouched black hat, was meandering along the lanes and telling the folks about it. Now and then he would pitch hay for a couple of hours or swing a corn knife through the ripe fields. Now and then he would drop into a cross-roads store, sit on a pile of egg cases and tell funny stories till the merchant got kinks in his diaphragm.

The little Irishman was O'Hair. He can tell a story nearly as well as "Honey Boy" Evans, and his kind of yarns were the brand that got right in under the hickory shirts. He sat in farmhouse kitchens and made friends with the women folks.

Cannon, the famous gum-shoe campaigner, was outclassed in his own specialty, and by the time O'Hair finished tramping through the country districts there was fear in the stern old heart of the Sage of Danville. He began to see the fateful scribbling on the wall. *The Republic* concludes.

O'Hair wound up his campaign with a series of speeches over the district. He showed the folks some real oratory then. He was warmed up to his subject and had been thinking considerably about the iniquities of Uncle Joseph while plodding along the roads.

He revived the old Congressman's history for the last thirty-odd years, and as he reviewed it he stopt from time to time and tore the old champion into quivering tatters. All of which was highly pleasing to the people who had grown weary of Cannon and Cannonism.

"O'Hair will make good," they say in Paris. They have known him since the years when he used to drive in from the farm with a load of wheat. As a young lawyer they were proud of him. Now that they have elected him to Congress they are expecting him to smite the friends of protection and privilege, hip and thigh.

Around Danville and Paris it will seem mighty strange to write to Congressman Frank T. O'Hair, and address it Washington, D. C. They have been writing it "Joseph G. Cannon" for nearly forty years.

Outside of a few counties in Eastern Illinois and Western Indiana not much is known about Frank T. O'Hair yet. They are curious about him down Washington way. Down in the capital they know

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Uncle Joe was a political giant, and they are curious to see the giant-killer.

Cannon held what seemed to be an impregnable place in the hearts of the voters in the Eighteenth District of Illinois. He was a familiar figure in the life of the nation. Then comes along this unknown and literally wipes him off the political map.

O'Hair is a big man physically, morally, mentally, and legally. He has yet to stand the acid test in political and public life. However, the folks in the Eighteenth District are certain that they have made no mistake in choosing him to represent them in Congress.

TRICKS OF THE SHYSTER

WE HEAR a lot about the "loan-shark" and his victims, but very little about the predatory work of the shyster lawyer. The loan-shark has been likened to a buzzard that follows a sickly steer, which is going very near the limit of forceful comparisons, but a writer in the New York *Press* thinks this ever-prevalent type of money-lender can not hold a hand against the shyster in the large cities. The shyster preys on the living, the injured, and the dead, not waiting for business to come to him, as the loan-shark usually does, but resorting to all kinds of questionable tricks to secure clients. In a general way his methods are fairly well known to most people, but some little stories told in *The Press* may nevertheless prove interesting:

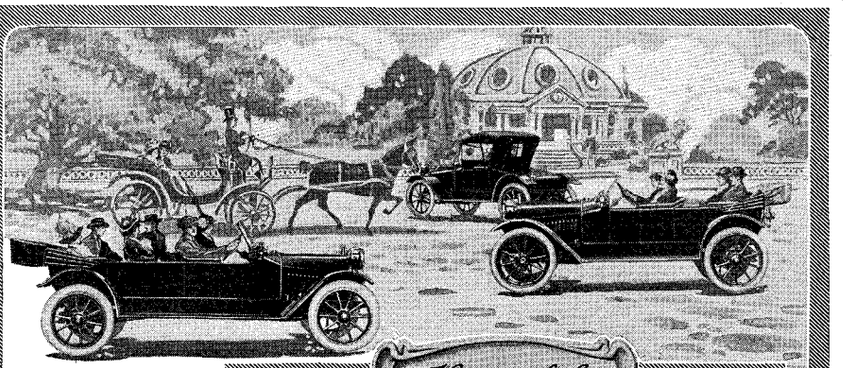
A demure little woman employed in one of the city departments tried to alight from a train in a Jersey suburb a short time ago. Her case best illustrates the channels of information of the shyster. As she jumped off she rolled down an embankment, and when she was picked up she had an eye that would have done credit to Battling Nelson. After regaining her equilibrium she went home, seemingly none the worse for the accident.

Two hours after the accident there were three men at the door. They sent in their cards. What did they want? Why, they had heard the "lady of the house" had had a serious accident, and she had a "real case" against the railroad.

How had the shysters found out about the accident? That is one of the tricks of the trade. If you want to make an honest dollar, get connections with some shysters. They will pay you $5 for every "tip" you hand in. They will do the rest after the "tip" is delivered. In the case of this woman city employee there was no doubt that some commuter on the train saw the accident and notified a shyster. Somebody else notified another one.

Tho turned away from the door at her house, this injured woman had no peace for days afterward at her office in the city. The shysters insisted that she had a case and she should press it against the railroad.

An ambulance was clattering through the theater district on Broadway. It was going fast because of the dangerous illness of the patient inside. The great hurry, however, eventually caused much delay. The ambulance ran over a man crossing the



Six Passenger "32"
$1175 F. O. B. Detroit, has equipment of two folding and revolving occasional seats in tonneau, foot rest, in addition to regular equipment. Four cylinders 3¼-inch bore and 5½-inch stroke; 126-inch wheelbase; 33 x 4-inch tires. Standard color, black. Trimmings black and nickel.

Hupmobile

The "32" Coupe

A distinguished addition to a distinguished line

First View, New York Motor Show, Jan. 11-18

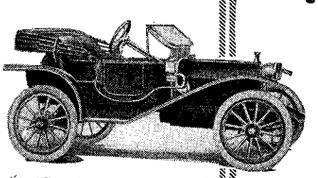
In exterior appearance, the Hupmobile Coupe is as unobtrusively unique and as well-balanced as the other models of the "32" type.

In interior finish and appointment, it is rich and luxurious—imported Bedford Cord upholstery, with side walls to match and ceiling done in heavy satin; with right-hand control and room for three adults in comfort.

The coupe rounds out the line of Hupmobile pleasure cars, which now includes two touring models and a roadster, all built on the same sturdy "32" chassis, and the well-known "20" Runabout.

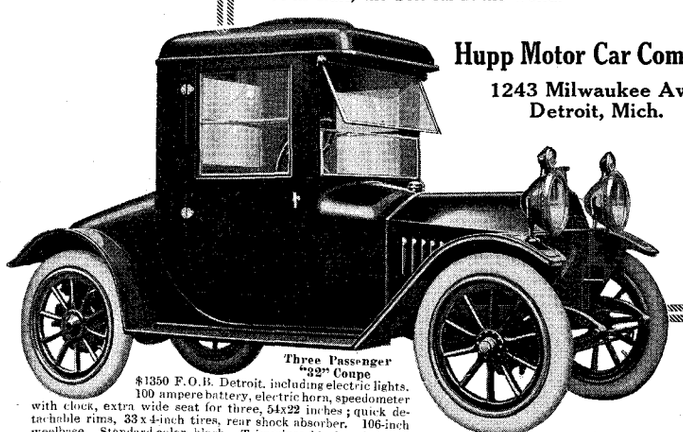
The entire line will be displayed at the New York and Chicago shows.

Inspect the cars there, at any other shows or at the dealer's; and you will see why we believe the Hupmobile to be, in its class, the best car in the world.



"20" Runabout, Fully Equipped
$750 F. O. B. Detroit. Four cylinders, 20 H. P., sliding gears, Bosch magneto, top, windshield, gas lamps and generator, oil lamps, tools and horn.

"32" Touring Car or Roadster, shown at right of six-passenger "32", fully equipped, $975 F. O. B. Detroit.



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HOT ASHES START FIRE

Home of J. C. Barry Totally Destroyed

Yesterday afternoon the beautiful residence of Mr. J. C. Barry of Woodlawn was razed to the ground by a fierce blaze caused by hot ashes in a wooden box standing on a porch in the rear of the house.

Every one was out of the house except a servant girl, who discovered the fire only after it had made big headway. She quickly phoned to Station No. 6, but the whole building was a raging furnace when the engine and truck arrived.

With the exception [illegible]

Will your home be next?

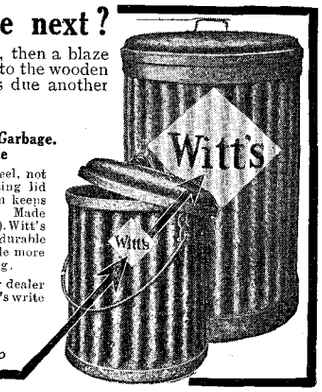
A gust of smoke, a tiny flame, then a blaze leaping up quick and fierce, and to the wooden barrel—to the rickety ash can, is due another of those devastating fires.

Protect *your* home by using

Witt's CAN—For Ashes and Garbage. PAIL—For General Use

the *really fireproof* can and pail, all steel, not a splinter of wood in them. Close fitting lid keeps in all sparks and ashes. Steel rim keeps bottom of the can and pail off the floor. Made of corrugated steel, galvanized (rustproof). Witt's Cans and Pails are the strongest—most durable on the market today. They cost but little more than the ordinary kind, last twice as long.

Three sizes of can and pail. Have your dealer show you them today. If he hasn't Witt's write us and we will see that you are supplied.



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street. As the vehicle came to a stop and the doctor and driver placed the injured man in the ambulance, two well-drest, sleek-looking individuals jumped on to the rear step. They both had cards in their hands, which they were trying to force into the clutches of the man who had been run over.

"You have a case!" they shouted in unison. One of the shysters—for both were of that calling—succeeded in handing his card before the ambulance surgeon kicked both of them off.

A similar case, to illustrate the perseverance of these individuals, was that of the rear-end collision on a street car line in Brooklyn last summer. During the wait for the ambulances some one "tipped" off the shysters. They arrived about the time the ambulances did, and nearly every mother's son of them stood with his card in his hand—each one bearing that well-known "accident cases a specialty"—ready to hand it to one of the injured persons.

The shysters had to be kicked off the back of the ambulances. As the injured were carried away the crowd clustered around two men who were fighting. The row was between two shysters, one of which had slipped his card into the hand of an injured person to whom the other one had begun advances.

But in railroad and street-car accidents the shyster has to compete with the adjuster for the company. Sometimes the adjuster can beat the shyster to the scene of action and sometimes he can not. It is told that one adjuster in Brooklyn, on finding that a person injured by a car owned by the company he represented was already being interviewed by a shyster preparatory to a damage suit, settled the matter with the shyster, who in turn settled it with the injured person—of course, to the latter's great loss.

One New York shyster is said to have removed a diamond filling from an accused pickpocket's tooth after finding that he had neither cash, watch, gold collar buttons, nor marketable old clothes. The pickpocket then was given a longer sentence than he would have received had he not been defended by the shyster. *The Press* goes on:

One of the "best" bets of the business is to look out for some young blood who has spent most of his money in the Tenderloin on a spree and then landed in the toils because of a scrap. Knowing the young fellow will go to almost any length to keep his plight a secret to the folks at home, the shyster puts on the screws.

"Now, look here, old man," said a slightly disheveled youth who appeared in a police court one night lately after spending quite a time and a little coin of the realm in the pursuit of happiness in the Tenderloin, "I haven't got much left. The old man would raise h— if he heard about this. Now do your best to get me off."

"How much have you got?" asked the shysters who clustered about him. The sight of the well-drest, prosperous-looking young angel had fired to the highest pitch the legal advisers that were clustered about the police court. Picking one of the shysters out, the youth addrest him:

"Why, I've got $8 left," turning out his pockets.

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" That's not enough. I only take cases or $25 at the least," said the shyster, taking advantage of the plight of the unfortunate youth. " Can't you write me a heck? "

" I wouldn't dare to," said the prisoner. The old man would cut me off."

" Give us the $8, then," said the shyster, and that pair of cuff buttons; they have diamond in them. Have you got a gold ollar button? "

The youth had two. He was finally rraigned in court, let off with a sharp reprimand for trying to burn up old Manhattan n his search for pleasure, but he was told y the shyster who had his case that it had ll been " fixt " because of the $8, a pair of uff buttons with small diamonds in them, garnet stickpin, and two collar buttons. o grateful was the young angel that he ongratulated the shyster on his skill in andling the case and getting him off.

One of the tricks by which the shyster ools the unsuspecting is the " friend at ourt " racket. When some person is arested on a criminal charge the crooked awyer says to him: " I can have it fixt in short time; leave it to me." That is a raw to the drowning man or woman—rowning in a sea of publicity, with big eadlines and pictures in the newspapers. o proceed:

Several youngsters on the East Side pent part of one evening collecting the alls from the front of as many pawnshops s they could make away with. They intended keeping them as souvenirs of the aids they had made and possibly intended elling them later to college students who ave a penchant for making antique collections to show their prowess and bravery n such fields.

If there is anything your Uncle has a deded affection for it is the three balls that ang outside his store. So when it became known that an organized " gang " as appropriating all the gilded spheres in ront of East Side pawnshops the Uncles ot their heads together and declared war o the knife. Some were brand new gold alls, and cost 50 cents.

The offending youths were rounded up, t least the two ringleaders. Their fathers ad no use for the pawnbrokers' signs, but ne Uncles refused to take them back without some " legal satisfaction." No one as ever been able to tell whether the shysers were given the " tip " by any of the awnbrokers, but it appeared certain as if omething had given the news, and very wiftly, to the stellar lights of that calling. ardly had the youngsters been locked up hen each of the two fathers concerned ound himself in a howling wilderness of hysters. With one accord they said the ouths could be sent up the river for five ears.

In desperation the fathers hired two hysters at $50 apiece to close up the matter, and in each case the " friend at court " as supposed to be the cause of the dismissal of the case with severe reprimands nd the command to return the gold balls o each and every individual Uncle from hom they had been taken. The strange art about it, the two fathers were able to wallow whole this story of the shysters,

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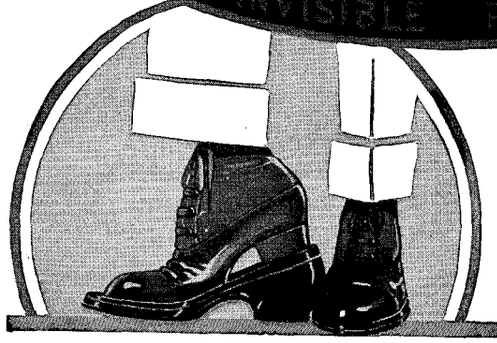

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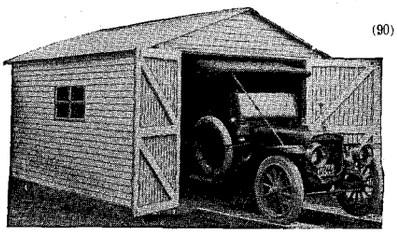

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and considered themselves lucky at getting their two sons off with no punishment.

There are supposed to be 16,000 lawyers in New York, one to every 275 inhabitants, and it has been estimated that 40 per cent. of them have a struggle for existence, 30 per cent. make a fair living, 20 per cent. a good income, and 10 per cent., the big corporation lawyers, make anywhere from $25,000 to $100,000. The shyster comes pretty near getting a decent income, tho, by his tactics. He is up night and day, like the "club doctors" on the East Side, who attend 600 patients a month for 15 cents apiece. In New York county about 100 names of illegitimate lawyers have in the last year been stricken from the list.

BRENNAN'S EXPENSE ACCOUNT

THE good women who have been forcing the prices of butter and eggs downward this winter by going into the business themselves for a short time have little on Ignatius Brennan, of Wheeling, when it comes to proving that we often pay too much for things. Brennan did not go into the foodstuffs market to protect a hungry public from greedy trusts; his achievement was in an altogether different field. Politics was his line, and despite the fact that there were not enough Democrats in West Virginia to elect him State Treasurer, he succeeded in performing a real public service. He adduced some irrefutable evidence that the cost of running for office is for some reason unnecessarily high, in most places, and that the expenditure of fifty or a hundred thousand dollars to become a local public servant should be regarded with suspicion except in unusual circumstances. Mr. Brennan spent money for nearly everything a self-respecting practical politician could be expected to spend it for, and yet he managed to get through the campaign without bankrupting himself and his friends. He also showed himself to be a humorist and a fairly clever wielder of sarcasm, as is seen by his itemized expense account recently filed in the Secretary of State's office and published in a Charleston telegram to the Pittsburg *Dispatch*:

Securing nomination by purchase	$2.25
Railroad fare—Baltimore & Ohio mostly, splendid system	80.00
Pullman Company of Illinois	9.25
Tips to Republican Pullman porters	2.10
Dining-car—for meals en route	14.00
Tips to Bull Moose waiters	2.00
Hotels	100.00
Hostelries, posing as hotels	65.00
Tips to "non-pledged" (?) Republican waiters	5.25
Trips by auto	17.50
Livery hire (candidates' rates) (Ordinary rates about $6.)	20.00
"Workers" (?) (well named)	25.00
Postage	4.50
Cards (not playing-cards)	7.50
Cuts of my "mug"	12.00
Buttermilk, pop, seltzer, beer, ale, whisky, highballs, cocktails for myself and friends; over which we discust our majorities	35.00
Bromo seltzer, salts, liver pills, Turkish baths, etc., for myself (the morning after)	7.00
Stationery	4.50
Incidentals	45.00
Total	$457.85

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security or anything else, hold-ups, round-ups, tickets for raffles and balls never pulled off, prescriptions for "sick" (?) people, subscriptions to magazines I don't want, donations to churches outside of my own parish when I am back two years in my pew rent at home, etc.)

(Signed) IGNATIUS BRENNAN.

THE SPICE OF LIFE

As Usual.—"How'd he come to go crooked?"

"Playing straight tips."—*Houston Post.*

Now We Know.—SON—"Why do people say 'Dame Gossip'?"

FATHER—"Because they are too polite to leave off the 'e.'"—*Le Crabbe.*

Too Busy.—The awarding of the Nobel peace prize this year has been abandoned. All the writers seem to have enlisted as war correspondents.—*Peoria Herald-Transcript.*

Inexperienced.—"Did you ever dress a chicken?"

"No, my girls are all boys. But I understand it costs a heap of money."—*Houston Post.*

A Minority. — FIRST CLERK — "How many people work in your office?"

SECOND CLERK—"Oh, I should say roughly about a third of them."—*London Sketch.*

Hospitable.—"Well, did New York appeal to you?"

"Yes. It was 'welcome' when I came, and 'well done' when I went."—*Cornell Widow.*

The Captain's Voice.—HE—"Ah, darling, may I be your captain and guide your bark down the sea of life?"

THE WIDOW—"No; but you can be my second mate."—*Life.*

Tough Indeed.—EMPLOYEE—"I would like more salary. I am going to get married."

EMPLOYER—"Sorry, but I'll have to reduce it. I am going to get married myself."—*Sydney Post.*

Kansas Diagnosis.—An Emporia girl was complaining to her chum the other day of the way her steady was treating her.

"Why don't you give him the mitten?" the friend asked.

"It isn't a mitten he needs, it's a pair of socks; he's got cold feet," was the answer.—*Emporia Gazette.*

Disconcerting.—"What does this nation need?" shouted the impassioned orator. "What does this nation require, if she steps proudly across the Pacific, if she strides boldly across the mighty ocean in her march of trade and freedom? I repeat, what does she need?"

"Rubber boots," suggested the grossly materialistic person in a rear seat.—*Exchange.*

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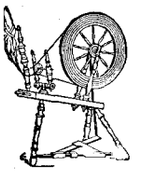

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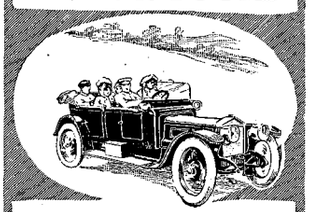

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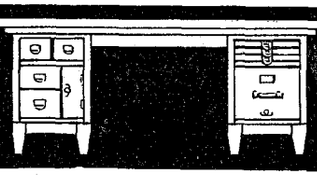

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Suggestive.—"How do you pronounce 'de luxe'?"

"Rime it with 'crooks' and you're not far off."—*Boston Transcript.*

Limitations.—BELLE—"I thought you could keep a secret!"

GRACE—"Well, I kept it for a week. Do you think I am a cold-storage warehouse?"—*Town Topics.*

Not Exacting.—"I explained to George when he proposed that, of course, he could not expect me to cook."

"What did he say?"

"That he only expected me to try."—*Buffalo Express.*

A Constitutional.—A little four-year-old girl was walking with her mother, when a caterpillar, the first she had ever seen, crawled in front of them.

"Muvver, muvver!" she cried excitedly. "Look! Your muff's little girl is out taking a walk!"—*Everybody's Magazine.*

CURRENT EVENTS

Foreign

December 22.—The steamship *Florence* is wrecked near St. Johns, N. F., and 22 officers and members of the crew and one passenger are drowned.

December 23.—Prince Ludwig, the new Bavarian Regent, vetoes a plan to depose the mad King Otto and place Ludwig on the throne.

An agreement to neutrality regulations in accordance with treaty provisions drawn up by the Hague Conference is signed by representatives of Norway, Sweden, and Denmark.

Charles Hardinge, Viceroy of India, is injured by a bomb at Delhi.

December 24.—Édouard Detaille, the famous military painter, dies in Paris.

December 26.—Premier Raymond Poincaré becomes a candidate for President of France. The election by the National Assembly will be held on January 17.

A news dispatch says 100 Mexican federals are slain by rebels near Durango.

Domestic

WASHINGTON

December 21.—*William Corcoran Eustis*, of Washington, is appointed chairman of the inaugural committee by National Democratic Chairman W. F. McCombs.

December 22.—Commissioner of Corporations Conant says the water lines of the United States are controlled by a railroad combine.

GENERAL

December 20.—The Government sues the Southern Pacific Railroad at Los Angeles to recover 45,000 acres of oil lands, valued at $250,000,000, in the Coalinga district of California.

The Managers' Committee of the Eastern railroads rejects the demand of the locomotive firemen for two firemen on the largest locomotives, and propose arbitration of this and other differences in dispute.

December 23.—Garment workers in New York City, said to be 125,000 in number, decide to strike for an 8-hour day, a 20-per-cent. increase in wages, the abolition of subcontractors, and safer and more sanitary shops. A committee is appointed to arrange the details.

Charles S. Mellen, president of the New York, New Haven and Hartford Railroad; E. J. Chamberlin, president of the Grand Trunk Railway, of Canada, and Alfred W. Smithers, chairman of the Grand Trunk board of directors, are indicted by the Federal Grand Jury in New York, charged with violating the Sherman Antitrust Law in the alleged monopoly agreement between the two roads.

December 24.—President Taft leaves Panama for home.

Governor Blease of South Carolina frees 90 convicts.

State Senator George K. Cetone, of Dayton, Ohio, is sentenced at Columbus to three years in the penitentiary for accepting a bribe of $200 for his vote on an insurance bill.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. S. C.," Baltimore, Md.—"Which is correct: 'I am familiar with the *lay* of the land,' or 'I am familiar with the *lie* of the land'?"

Both words are in good use in the sense that your statement calls for, but "lay" seems to be preferred as having more specifically this particular meaning.

"M. M.," Whittier, Cal.—"Please state the distinction between 'meet' and 'pass.' When two vehicles come together from opposite directions, do they *meet* and *pass*, or simply *meet*, and does *pass* imply that they were going in the same direction?"

They may "meet" and "pass" each other when they move in opposite or differing directions; one may "overtake" and "pass" the other when they move in the same direction. In the first case, a statement may be limited to either one; in the second, only the one moving faster can pass the other.

"S. W. C.," Philadelphia, Pa.—"Is there any defect, either of grammar or of good English, in the sentence, 'This building evidences the ability of John Smith, the architect who designed the same'?"

It would be much better to say "who designed *it*."

"K. T.," Boligee, Ala.—"Kindly state whether the word 'chores,' meaning 'small tasks around the house,' is pronounced with *ch* as in *church*, or *ch* as in *chord*, or if both pronunciations are correct."

With *ch* as in *church*.

"A. B. C.," Neoga, Ill.—"When a class has been divided into two groups holding the numbers one and two, which is the correct expression to use, 'Numbers *one* may go to the board,' or 'The *number ones* may go to the board'?"

"Number ones." But it is better to say, "Those with *number one*," or "Those *numbered one*."

"W. A. B.," Tulsa, Okla.—"Please explain the meaning of the following sentence: 'The articles are *usually just of the right length—not too short* to be valueless, and not too long to be treatises in disguise.'"

A *treatise* is "an elaborate literary composition presenting a subject in all its parts; an extended written exposition" (STANDARD DICTIONARY, p. 1922, column 3). An *article* is "a brief composition." It is writings of the latter kind that periodicals seek; but often the former kind come to them. That is, *treatises* are offered for publication as *articles*—disguise themselves as articles.

"C. M. F.," Wheeling, Va.—"Kindly state which of the following sentences is grammatically correct: 'None of the people *were* there,' or 'None of the people *was* there.'"

"None" (etymologically *no+one*) is now used as singular ("no one") and also as plural ("no ones"). Whether one should say "none are" or "none is" depends upon which of these ideas one means to express. "None of these things *is* possible" means "not one (of them)." The feeling in most such sentences, however, is that of plurality, and hence the plural verb will be found oftener than the singular.

"J. C. B.," Marietta, Ohio.—"Kindly state whether the surname of the late W. T. Stead is properly pronounced to rime with *bead* or with *head*."

It rimes with *head*.

"A. M. W.," Macon, Ga.—"(1) Please give the pronunciation of 'Pepys.' (2) Is the contraction 'ain't' ever used correctly?"

(1) "Pepys" is pronounced variously—*peeps, pep'is*, or *peps*. (2) "Ain't" is a colloquial vulgarism for "am not" and "are not," and is always inelegant.

"Marburg," Austria.—"What is the meaning and the origin of the word 'Armageddon'?"

"Armageddon" is the plain of Esdraelon; scene of Israelitish victories and disasters; hence, a scene or occasion of momentous test; especially, the scene of the great and decisive battle at the end of the world. It is found in Rev. xvi, 16.

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